North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
E. St. JOHN NEALE,
Secretary of Legation.
H. M.'s Legation. Shanghai, 22nd June, 1860.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders. the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
LAURENCE OLIPHANT,
Secretary of Legation.
H. B. M.'s Legation, Yedo, 20th July, 1861.

Vol. XV., No. 734. SHANGHAI, SATURDAY, AUGUST 20, 1864. Price, Taels 15 ₱ Annum.

INTIMATIONS.

Consulate General of the United States.
Shanghai, July 9th. 1864.
To D. Leroy, *Absconding Debtor.*

WHEREAS, A. E. Rosenthal, Esq., member of the firm of Messrs. Blum, Brothers & Co., of Shanghai, personally appeared before me, Geo. F. Seward, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of Dunn & Co., whereof you are a member, is indebted to said firm of Blum, Brothers & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs Angel & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of Dunn & Co. by Messrs. Blum, Brothers & Co. to recover said sum. Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.
30jy-65 483

SHIPPING.

NOTICE.

THE STEAM TUG
"MARTINE WHITE,"

HAVING undergone thorough repair, is now prepared to tow Vessels in the Wongpoo and Yangtsze Rivers.

Apply to Capt. CROSBY on board, or to
FRAZAR & Co.
3se 491 Shanghai, 11th Aug., 1864.

NOTICES OF FIRMS.

~~NOTICE.~~

~~THE interest and responsibility of the late Mr. C. Kraesig in our Business ceased on the 5th instant.~~

~~Mr. Emil Schutze has this day been authorized to sign our Firm.~~

~~DRUCKER & Co.~~
~~20au 487 Shanghai, 11th Aug., 1864.~~

NOTICE.

ON the first of May 1864, Mr. John Broadhurst Tootal was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.
tf 467 Shanghai. 6th June, 1864.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of Maertens, Latham & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.
tf 470 Shanghai, 1st July, 1864.

NOTICE.

MR. James Hanson Wright and Mr. William Strachan McLean are this day admitted Partners in our Firm in China.

DOW & Co.
1oc 459 Shanghai, 1st July, 1864.

NOTICE.

MR. Hans Peter Hanssen is this day admitted a Partner in our Firm.

DENT & Co.
1oc 460 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned has this day established himself as a *General Broker, Auctioneer and Commission Merchant* at this port.

JOHN THORNE,
公和 *Kung-ho,*
tf 435 Shanghai, 12th March, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. Albert Robinson, M. Inst., C. E.) having been appointed Agents for Messrs. Randolph, Elder & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.

THE interest and responsibility of Mr. Duncan Fletcher in our Firm ceased on the 30th June, 1864.

Mr. Waldemar Schmidt, Mr. James Gilfillan, Mr. Alexander Downie and Thomas Murdoch Drysdale are this day admitted Partners in our Firm.

Our Firm now consists of Mr. Archibald Campbell, Mr. Waldemar Schmidt, Mr. James Gilfillan, Mr. Alexander Downie, and Mr. Thomas Murdoch Drysdale.

FLETCHER & Co.
1oc 466 Shanghai, 1st July, 1864.

NOTICES OF FIRMS.

NOTICE.

MR. JOHN GEORGE DUNN is this day admitted a Partner in my Business, which will in future be carried on under the style or firm of Reid & Co.

DAVID REID.
tf 331 Shanghai, 1st Jan., 1864.

NOTICE.

I HAVE this day admitted Mr. R. H. Baldwin as Partner in my business, which will in future be carried on under the style of J. H. Wignall & Co.

J. H. WIGNALL & Co.
tf 418 Shanghai, 16th April, 1864.

NOTICE.

WE have established a Branch Office in Hankow.

WHITFIELD & KINGSMILL.
Civil Engineers & Architects.
tf 149 Shanghai, June 12th, 1863.

NOTICE.

I have this day admitted Mr. J. W. Wood a Partner in my Business, which will in future be carried on under the Style and Firm of Cerruti, Wood & Co.

G. E. CERRUTI.
tf 362 Ningpo, 10th February, 1864.

NOTICE.

I have this day established myself at this place as Agent and General Commission Merchant.

FERD. NISSEN.
Reference Messrs. Siemssen & Co.
3se 441 Ningpo, 15th May, 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*

W. B. KINNEAR.
tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.
tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of Lincker & Co.

A. G. LINCKER.
21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. William Adamson.

"THE BORNEO COMPANY "LIMITED"
tf 218 Hongkong, 1st August, 1863.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. Sams who is authorised to sign our firm.

INNES & Co.
tf 457 Hankow, 1st July, 1864.

~~NOTICE.~~

~~MR. Charles William Matthew Hudson is admitted a Partner in our Firm.~~

~~CRAVEN WILSON & Co.~~
~~tf Hankow, 1st July, 1862.~~

~~NOTICE.~~

~~WE have established a Branch of our Firm at this Port under the direction of our Mr C. W. M. Hudson.~~

~~CRAVEN WILSON & Co.,~~
~~of Hankow.~~
~~tf 104 Chinkiang, 20th April, 1863.~~

NOTICE.

WE have this day transferred our business at Kiukiang, as *Tea Inspectors and Commission Agents*, to Messrs. Latimer, Little & Co. of this place, to whom or to Messrs Nichol Latimer & Co., Shanghai, it is requested all future Correspondence connected with our business may be addressed.

CAMERON & Co.
Kiukiang, 30th April, 1864.

WITH reference to the above, the partnership heretofore subsisting between the undersigned under the style and firm of Cameron & Co., is this day dissolved by mutual consent.

W. CAMERON,
R. H. WOODWARD.
27au 429 Kiukiang, 30th April, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. Thorburn will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of Detmering & Co.

W. DETMERING.
tf 260 Chefoo, September 1863.

NOTICE.

MR. JAMES BANNATYNE is authorised to sign our Firm from this date.

GILMAN & Co.
27au 476 China, July 28th, 1864.

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr. Ledwig Wiese in our Firm ceased on the 31st of December last.

Our Firm now consists of Georg Theodor Siemssen, residing at Hamburg, Woldemar Nissen, Rudolph Heinsen, Georg Wilhelm Schwemann, Friedrich Adolph Joost and Emil Brunckow.

SIEMSSEN & Co.
24se 383 China, 26th March, 1864.

NOTICE.

THE Authority of Mr. William Balfour Kinnear to sign our Firm per procuration ceased this day.

Mr. Stewart Douglas takes charge of our business at Foochow, and is authorised to sign our Firm per procuration at that port.

SMITH, KENNEDY & Co.
20au 461 China, 15th June, 1864.

NOTICE.

MR. WALTER MILLER NORTON is this day admitted a Partner in our firm.

ALT & Co.
29oc 477 Nagasaki, July 1st, 1864.

NOTICE.

WE have this day established ourselves at this Port as *Merchants and Commission Agents* under the style and firm of Strachan & Thomas.

W. M. STRACHAN.
T. THOMAS.
Yokohama, 1st July, 1864.

WITH reference to the above I beg to give notice that from this date my business at this Port will be carried on under the style and firm of Strachan & Thomas.

T. THOMAS.
tf 453 Yokohama, 1st July. 1864.

NOTICE.

MR. MARON is from this day authorized to sign our Firm *per procuration* in China and Japan.

FAJARD SCHAUWECKER & Co.
tf 438 July 9th, 1864.

NOTICE.

I HAVE this day established myself in Yokohama as a General Commission Agent, under the Firm of R. LINDAU & Co.

R LINDAU.
24se 456 Yokohama, May 15th, 1864.

JOHN POOK,
Commission Agent
4, Lime Street Square,
LONDON.
tf E. C.

INSURANCES.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name— Wha-kee.
tf 370 Newchwang, January 1864.

~~EAST INDIAN UNDERWRITERS ASSOCIATION.~~
~~HEAD OFFICE BOMBAY.~~

~~THE Undersigned having been appointed Agents at this Port for the above Association are prepared to accept risks at the rates and upon the terms and conditions current with the local Offices.~~

~~MAITLAND MACLEAN & Co.~~
~~6fe-65 359 Shanghai, Feb. 6th, 1864.~~

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to The Home & Colonial Assurance Company, Limited who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents
tf 479 Shanghai, July 26th, 1864.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port and Hankow, and to £10,000 at Tientsin and Kiukiang, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 1st January, 1864

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this port for the above Company, are prepared to accept risks at the current rates of premium.

WILSON, CORNABE & Co.
1oc 463 Chefoo, 24th June, 1864

INSURANCES.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, Leadenhall Street, London.
JAMES HARTLEY & Co., *Managers.*
Established 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
2jy-65 465 Nagasaki, 1st July, 1864.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 Shanghai 14th May, 1863.

THE HONGKONG AND SHANGHAI BANKING COMPANY (LIMITED.)

CAPITAL...$ 5,000,000,
In 20,000 Shares of $ 250 each.

To be Incorporated by Charter.

Provisional Committee.
Hon. F. CHOMLEY, Esq., (Messrs. Dent & Co.)
A. F. HEARD, Esq., (Messrs. Augustine, Heard & Co.)
THOMAS SUTHERLAND, Esq., (Superintendent, P & O. S. N. Co.)
G. F. MACLEAN, Esq., (Messrs. Lyall, Still & Co.)
DOUGLAS LAPRAIK, Esq.
W. NISSEN, Esq., (Messrs. Siemssen & Co.)
H. B. LEMANN, Esq., (Messrs. Gilman & Co.)
W. SCHMIDT, Esq., (Messrs. Fletcher & Co.)
ARTHUR SASSOON, Esq., (Messrs. D. Sassoon, Sons & Co.)
ROBERT BRAND, Esq., (Messrs. Smith, Kennedy & Co.)
PALLANJEE FRAMJEE, Esq., (Messrs. P. & A. C. Camajee & Co.)
WM. ADAMSON, Esq., (Manager, Borneo Company Limited.)
GEO. J. HELLAND, Esq., (Messrs. John Burd & Co.)
RUSTOMJEE DHUNJEESHAW, Esq. (Messrs. P. F. Cama & Co.)

Counsel.
E. H. POLLARD, Esq.

The Scheme of a Local Bank for this Colony with Branches at the most important places in China, has been in contemplation for a very long period.

The local and foreign trade in Hongkong and at the open ports in China and Japan has increased so rapidly within the last few years that additional Banking facilities are felt to be required.

The Banks now in China being only branches of Corporations whose head quarters are in England or India, and which were formed chiefly with the view of carrying on exchange operations between those countries and China, are scarcely in a position to deal satisfactorily with the local trade which has become so much more extensive and varied than in former years.

This deficiency the Hongkong and Shanghai Banking Company will supply, and will in fact assume the same position with relation to this Colony as the Presidency Banks in India, or the Banks of Australia in their respective localities.

The Establishment of a Mint in Hongkong, providing an adequate supply of proper currency, will render a local Banking medium essential to carry out its operations, and the almost certain disappearance of the existing Compradoric system (so far as money is concerned) will also ensure Banks becoming in course of time the exclusive medium for the transaction of the monetary operations connected with trade.

For the anticipated success of this enterprise there are therefore ample grounds; and the great prosperity which has attended the working of other local associations in China clearly shows that the largest profits are obtained by those Public Companies which possess an interested local body of Proprietors or Shareholders whose support naturally forms a chief element of remunerative success.

The Bank will commence operations simultaneously in Hongkong and Shanghai and as the importance of its business at the lattter place must be very great, it is intended to establish a local Board of Directors there for more effectually meeting the work. As circumstances render it advisable the Bank will establish Branches at other places.

In the distribution of Shares, Hongkong and Shanghai will equally participate. Shares will also be reserved, for the other ports in China and Japan, and for persons residing elsewhere, who are directly interested in the China Trade.

Applications for Shares must be addressed until further notice, to the Provisional Committee, care of [illegible]

Messrs. DENT & Co.
tf 486 Shanghai, 3rd Aug., 1864.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000
In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

Directors.
F. B. Johnson, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. Wiggins, Esq., *Manager Commercial Bank of India.*
F. Henderson, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. Porter, Esq., (Messrs. Gibb Livingston & Co.)
J. Thorne, Esq. (Messrs. Thorne Bros. & Co.)
George Tyson, Esq., (Messrs. Russell & Co.)

AGENCIES are about to be established at the several Ports in China and Japan.

Applications for Shares will be received by the Undersigned.

The Company will be ready to accept risks and grant Policies from the 1st January, 1864.

L. JOSEPHS,—*Secretary*
tf 320 Shanghai, 22nd Dec., 1863.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING, INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
John Shaw Leigh, Esq. | John Naylor, Esq.
Charles Turner, Esq., *Chairman.*
Ralph Brocklebank, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of Percy M. Dove, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 195 Shanghai, 21st Nov, 1863.

SUN FIRE OFFICE.

London.
Established in 1710

Managers:
William Hamilton, Esq.,
Chairman & Treasurer.
Charles B. Ford, Esq.,
Deputy Chairman.

The Right Hon. W. M. Beresford, M.P.
The Hon. P. Pleydell Bouverie.
Harry Chester, Esq.
Samuel Pepys Cockerell, Esq.
Raikes Currie, Esq., M.P.
John Drummond, Esq.
Russell Ellice, Esq.
William Franks, Esq.
Capt. H. G. Hamilton, R.N.
Joseph Hoare, Esq.
Felix Ladbroke, Esq.
H. F. Shaw Lefevre, Esq.
Henry Littledale, Esq.
George Warde Norman, Esq.
Brice Pearse, Esq.
Charles Richard Pole, Esq.
Lambert Pole, Esq.
Charles Ranken, Esq.
Henry Rich, Esq., M.P.
John Shepherd, Esq.
Henry Stuart, Esq., M.P.
C. George Thornton, Esq.

THE MANAGERS of the SUN FIRE OFFICE London, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue Policies of Insurance against FIRE on Buildings, Goods, Merchandize, and other property, at those places.

Full particulars of Rates, &c., may be obtained on application to

LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

NOTICE.

THE Undersigned having been appointed Agents at this port, for the "North China Insurance Company," are prepared to accept risks by steamers and sailing vessels when towed by steamers.

CRAVEN WILSON & Co.
tf 100 Chinkiang, 17th June, 1863.

保險公所

啟者本行現在鎮江作爲保險公所經理之人可保火輪船并火輪船拖帶小船等隻免受驚災如有驚着照數償還如有人欲保險者請至本行面議可也此佈

天青洋行啟

NEW ADVERTISEMENTS.

NOTICE.

MR. EDWARD CHARLES ESSEX is authorized to sign our Firm in China.
GEO. BARNET & Co.
20oc 492 Shanghai, 19th Aug., 1864.

NOTICE.

THE interest and responsibility of Mr. P. J. BATTEKE in our firm ceased on the 30th June, and Mr. W. H. ARETZ was admitted a partner on the 1st instant.
TEXTOR & Co.
20oc 493 Yokohama, 8th Aug., 1864.

CHARTERED
MERCANTILE BANK
OF INDIA, LONDON AND CHINA,
SHANGHAE BRANCH.

THE Bank grants Drafts on the London Joint Stock Bank, and on the Head Office in London and its Branches at Bombay, Calcutta, Madras, Colombo, Galle, Penang, Singapore, Hongkong, Mauritius, and Yokohama.

CURRENT DEPOSIT ACCOUNTS (withdrawable by cheques) kept, on which no commission s charged nor interest allowed.

FIXED DEPOSITS received at interest.

LOCAL BILLS discounted and every description of Banking and Exchange business transacted.

NOTES in Shanghai Currency payable to Bearer on demand (Tls. 5, Tls. 10, Tls. 50, Tls. 100. &c., each) issued.

Office Hours 10 to 3.
Saturdays 10 to 1
Yew-lee,
tf. 256 *Hangchow Road.*

COMMERCIAL BANK OF INDIA
SHANGHAI AGENCY.

THE Bank buys and sells Bills on LONDON BOMBAY, CALCUTTA, HONGKONG, FOOCHOW, and HANKOW.

CURRENT ACCOUNTS are kept on which no commission is charged. The Bank does not allow interest on these, but any portion of the balance which may not be immediately required, may be transferred for a period to a special deposit account on which interest will be allowed at favorable rates.

FIXED DEPOSITS are received at the following rates of interest.

If lodged for 12 months certain 7 per cent per annum.

If lodged for 6 months certain 5 per cent per annum.

If lodged for 3 months certain 3 per cent per annum.

The Bank discounts bills, and makes advances on approved securities, and transacts all descriptions of Banking Business and Agency

Office hours 10 A.M., to 3 P.M., Saturdays 10 A.M., to 1 P.M.
Hwuy Loong,
tf 7146 Shanghai, 19th Nov., 18 63

THE AGRA & UNITED
SERVICE BANK.
(LIMITED.)
Established in India, 1833.
INCORPORATED BY ROYAL CHARTER, JUNE 1857.
PAID-UP CAPITAL £1,000,000 (One Million Sterling.)
SUBSCRIBED CAPITAL £2,000,000 (Two Millions Sterling), in 20,000 Shares of £100 each.
RESERVED FUND £225,000.
Head Office—27, CANNON-STREET, LONDON, E. C.
Branches—Edinburgh, Calcutta, Bombay, Madras, Kurrachee, Agra, Lahore, Shanghae, Hongkong, Sydney and Melbourne.
SHANGHAI BRANCH.
INTEREST ALLOWED.

1. On Floating or Current Deposits, payable on demand of not less than Taels 1,000 or more than Taels 50,000, 2 per cent per annum.
2. On Fixed Deposits at 3 months' notice, 3 per cent. per annum.
3. On Fixed Deposits at 6 months' notice, 4 per cent. per annum.
4. On Fixed Deposits at 12 months' notice, 5 per cent per annum.

Fixed deposits may be generally be availed of for the Bank's Bills on London without notice.

The notice of withdrawal can be given at the time of depositing the money, or at any time thereafter.

Interest is credited to Deposit accounts half-yearly.

No interest allowed on Current Account Balances under Taels 1,000 or over Taels 0,000, unless by special agreement.

The Funds of all public bodies connected with the Services and of such other Societies as the Directors may consider eligible for the same privilege, will be received by the Bank at its highest rate of interest for the time being, subject to modified conditions.

The Bank reserves to itself the right of paying off all interest Deposits, and of modifying the terms thereof, on giving one month's notice.

Parties making remittances to the Bank should specify distinctly the Account or Accounts to which the same are to be credited.

LOANS.

Cash Credits and *Loans* are granted upon convertible Securities; and

Discounts made on Approved Local Bills.

EXCHANGE.

The Bank grants Bills of Exchange on the Head Office in London and its Branches as above.

Drafts are granted, payable on demand in Scotland and Ireland.

N. B. For the convenience of Constituents purchasing the Bank's Bills, the 1st of Exchange will be forwarded *home* direct when so desired—without charge for Commission.

Letters of Credit and Circular Notes issued payable at the chief cities of Europe and Asia, and also at Cairo and Alexandria.

Notes issued payable to Bearer on demand in SHANGHAI CURRENCY.

Every other description of Banking business and Money Agency transacted.

Notice.—Parties are requested to address, "The manager of the Agra & U.S. Bank Limited, Shanghai," and to make all drafts, cheques, or orders payable to him.

The Bank will not be responsible for any business transactions unless duly authorised in writing, or in person, by the Manager or Acting Manager of the Bank for the time being.

HOURS OF BUSINESS.

From 10 A.M. to 3 P.M., Saturdays 10 A.M to 1 P.M.
EDWARD MORRISS, *Manager.*
24se-64 6532 *Shanghai, 1st July,* 1864.

MISCELLANEOUS INTELLIGENCE

NOTICE.—DIVINE SERVICE is held in the Roman Catholic Chapel near the French Consulate, every Sunday, at 8 and 10 o'clock in the morning and 4 o'clock in the evening.

NOTICE.—DIVINE SERVICE is held every Sunday Morning at 11.30 o'clock, and Evening at 7.30 o'clock, in the American Episcopal Chapel, Hong-que.

LATEST DATES.

England	June 29	Hankow	Aug. 13
Hongkong	Aug. 13	Nagasaki	Aug. 17
Tientsin	Aug. 14	Kanagawa	Aug. 14

Latest dates in England, from China.—

Hongkong April	27	Received viâ Marseilles.
Shanghai.. ,,	23	June 13.

DEATHS.

On the the evening of the 17th instant, at his residence in Shanghai, H. CRAUSAZ, of Vevey, Switzerland, aged 35 years.

At Ningpo on the 18th instant, of Cholera, HENRY WILLIAM FRATER DUNN, aged 25 years, Captain of the Steamer *William the 4th.*

At Yokohama, Japan, on the 12th inst., the Rev. ROBERT HAMILTON, Chaplain to the Forces in China.

OPIUM QUOTATIONS.

For the week ending August 19th, 1864.

August.	Malwa New, Tls.	Malwa Old, Tls.	Patna New, Tls.	Patna Old, Tls.
13,	535	....	385	....
15,	530	....	385	....
16,	530	....	385	....
17,	525	....	380	....
18,	525	....	380	....
19,	525	....	380	....

LATEST SHIPPING INTELLIGENCE.

ARRIVED.—Aug. 19th, *L. Andersois,* (Fr. bq.), Coppermouleu, from Foochow; 19th, *Countess Russell,* (Br. bq.), Thompson, from Calcutta; 19th, *Cadiz,* (Br. str.), Cates, from Yokohoma; 19th, *Kiangse,* (Am. str.), Simmons, from Ningpo; 19th, *Fei-ma,* (Br. str.), Buckland, from Ningpo.

DEPARTED.—Aug. 19th, *Dovercourt,* (Br. sh.), Hught, for Hankow; 19th, *Elias,* (Da. sch.), Schytt, for Newchwang; 19th, *Nanzing,* (Br. str.), Morrison, for Chefoo and Tientsin; 19th, *Fortuna,* (Br. sh.), Whatton, for Singapore; 19th, *Kiangse,* (Am. str.), Simmons, for Ningpo; 19th, *Whampoa,* (Br. str.), Batten, for Ningpo.

PASSENGERS.

ARRIVED.—Per Str. *Cadiz,* from Yokohama, Capt. Hartman, Lieut. Doxat, R.N., Mrs. Linstead, Messrs. G. A. Monro, G. A. Lay, Chapelle, Dupontes, R. C. Cummine, G. Smith, G. Cerutti, J. Almond, Melville, Marshall, and Farnham.

DEPARTED.—Per *Ganges,* for Yokohama, Mrs. Clifton & child Miss Gambel, Lieuts. A. Wood, & Bond, R.E., Japanese Embassy, Captains Fairbrother, and Gamwell, Messrs. T. Defllis, J. A. Macnair, J. F. Branda, Blekman, Vaughan, Barodi, E. Morris, W. H. Gibb, E. Lawrance, A. Leith & J. Meler. Per Mess: Imp: Str. *Hydaspe,* for Hongkong, Mr. and Mrs. Bohstedt, child & nurse, H. E. Admiral Steen Bille and servant, Mr. Egan and servant, Messrs. Peschaud, Moore, C. L. Mitchell, Foss, Colet, Jacquemot, Rodolphe, E. Oppert, Sidney Collins, and nine deck passengers.

THE P. & O. Co.'s steamer *Nepaul* with the Mail for Europe, &c., will leave to-morrow, the 21st instant.

THE London Mail of the 10th July, due in Hongkong on the 25th August, and here on the 30th. It was received last year on the 24th August per *Ganges.*

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, AUGUST 20 1864

IT must be a source of great satisfaction both to the Municipal Council and to the general body of land renters, that a financial scheme for the ensuing year has at length been definitively agreed on. The extreme difference between the budget laid before the meeting held on the 16th April, and before that of the 18th August, cannot fail to create surprise in places other than Shanghai, where the exceptional construction of the settlement, and the peculiar difficulties which a government so constituted as the Municipal Council has to encounter, cannot be fully understood. The first project involved an expenditure of Tls. 457,000 and a taxation which should yield Tls. 511,000; whereas the second only contemplates an outlay of Tls. 221,000, and a revenue so little exceeding this sum, that only Tls. 900 would remain in the hands of the Council at the end of the year, if their estimates turn out precisely and painfully correct. It was obvious that, with so trifling a theoretical balance, which might very well turn out to be a deficit, it was impracticable to carry out the desired Municipal arrangements satisfactorily; but rather than experience a second time the annoyance and trouble of revising their scheme, the Council carefully adjusted their estimates to produce this result, and made the demand for power to levy the additional taxes, to give them a working balance, a supplementary measure. The large exodus of Chinese which has taken place since the fall of Soochow and gradual restoration of peace throughout the province, has of course furnished one powerful motive for the great reduction from the first to the last estimates; but the factious opposition of a few individuals, who were evidently determined to be dissatisfied with everything, was sufficient to induce the Council to set down the lowest possible figures—lower than were necessary—in order to assure themselves of at length obtaining definite sanction to some settled scheme. By a judicious process of paring and wholesale expunction, they accordingly arrived at the conclusion that it would be barely possible to carry on the Municipal duties with a revenue of Tls 221,000, and to have a balance of Tls. 900 at the close of the year, provided every tax yielded the full amount calculated on; but they asked Tls. 17,000 to be raised by additional taxation, to enable them to do rather more than live from hand to mouth, and to commence a reduction of the debt. Even Mr. Hanbury admitted that the estimates of expenditure were as low as possible; but, impelled to oppose something, he objected to the tax on passes, as they, he declared, did not in his opinion answer the end for which they had been instituted. Mr. Antrobus' answer, that the Superintendent of police, who had the best opportunity of judging, was quite satisfied that, on the contrary, the system worked excellently well, was, however, apparently satisfactory; and after an abortive attempt to convict the Council of having exceeded their authority, at some previous period, by abolishing an 8 per cent tax on rentals which the estimates shewed still existed, he allowed the resolution sanctioning the proposals of the Council to pass without further opposition. The timely restoration of peace within the province of Keangsoo, and the honorable conduct of the Taotai in immediately giving up the war-tax which it had been agreed to pay him until that desirable consummation was effected, have enabled the Council in some measure to repair the gap in their revenue, caused by the falling off in the value of rentals and consequent decrease in the yield of the per centage tax on them, without giving a shadow of ground to the most enthusiastic economist for accusing them of excessive taxation. Having been relieved from imposts to the amount of Tls. 70,000, the Chinese in the settlement can well afford to contribute an additional Tls. 17,000, especially when that sum, instead of being levied indiscriminately from rich and poor, is purposed to be exacted only from houses of entertainment. After the assurance by H.B.M. Consul, whose intimate knowledge of the Chinese and official intercourse with the native authorities give him ample opportunity of judging, that the proprietors of these establishments could well afford the sums allotted to them, no apprehension need be entertained lest the 24 per cent which they are to pay on their rentals should prove excessive. At first sight, the rate certainly appears high, but another guarantee that their profits are able to sustain the imposition, is afforded by the fact that the proposal to fix the assessment at that rate was seconded by Mr. E. M. Smith, than whom probably few persons in the settlement, either native or foreign, are better able to decide on such a question. We repeat that it is a subject for congratulation, that a financial scheme for the current year has at length been formally adopted. But we regret that the imperative necessity which the Council felt for obtaining sanction to some settled scheme, should have compelled them to reduce their first estimates so enormously, in order to avert all risk of a second failure. That some reduction was necessary, both in taxation and expenditure, there can be no doubt; the restoration of peace throughout the province had already caused a falling off in the proceeds of the former, through the exodus of Chinese, and the imposition of burdens, which would have been born while Shanghai was the only safe asylum in the province, might now have had the effect of inducing others to leave, who were otherwise inclined to remain. But we do not think such a sweeping reduction as from Tls. 511,000 to Tls. 222,000; such a total abandonment of contemplated public works as is evidenced by a reduction in the estimates of expenditure from Tls. 457,000 to Tls. 221,000, would have been found necessary, had not the urgent need which existed for obtaining sanction to some definite scheme, compelled the Council to make every sacrifice in order to avoid all danger of another adjournment.

SUMMARY OF THE WEEK.

DURING the past week the weather has been generally fine, while a considerable diminution in the temperature has been noticeable Few incidents worthy of notice have occurred in Shanghai since the date of our last Summary, and news from the outports is also scanty. The following Consular cases have been decided. In the case of Shi-Yok-tien tried at the U.S. Consular Court, *versus* T. L. Macready, judgment was given for the defendant with costs. At H.B.M. Consulate, in the case of Messrs Milner & Sons *versus* Messrs. Dallas, Pearson & Co—claim for Tls. 1,843.74 for balance of proceeds of goods consigned to defendants—judgment was given for the plaintiffs by default. In the case of A. R. Tilby & Co., for master and owners of the *Little Edith, versus* Messrs Smith, Kennedy & Co., at the same Consulate,—claim for Tls 2,573.49 for balance of freight on 650 tons coals shipped per said vessel from England to Shanghai, and interest at 1 per cent per month from July 6th to date of payment—the following was the judgment:—

1.—Defendants to pay Plaintiffs at once £850 in approved bills on England at 6 months' sight.

2.—To allow one month's interest at 1 per cent per month on the abovementioned sum of £850.

3.—To pay costs of proceedings.

We publish in another place the remainder of the evidence in the case of Tong Fat *versus* the British and Foreign Marine Insurance Company, of which the evidence for the plaintiff appeared in our last issue. On Monday, the 15th instant, the anniversary of the French *fête nationale* was commemorated by games, salutes, &c. The large number of persons present seemed well satisfied with the amusement afforded them. A meeting of Land Renters was held on Thursday at the Shanghai Library. A portion of the minutes have been already published. The rumour which we lately published that the Chung Wang had been executed at Nanking, has proved incorrect. We have since heard through a reliable source that he is still alive and is to be sent to Peking, there to await his sentence. On the 13th instant the Chinese officials in Shanghai performed the three prostrations and nine knocks at the Wan-shou-Kung (Temple of Immortality) in honor of the birthday of the Emperor's mother. On the 14th, 15th and 16th the Taotai and inferior officers, three times a day, petitioned the Lung-wang to grant rain. On those days animals were forbidden to be killed or meat sold. The 16th instant being the 15th day of the 7th month or great Spirit day—Yu-lan-shên huei—was observed by the officials and residents in the usual demonstrative manner.

By recent advices from NINGPO, we learn the death of Colonel Reynolds. He was wounded when the besieging force were recently compelled to retire from before Hoochow. This repulse, we are informed, took place after the besiegers had received a reinforcement of one 32, two 24, and two 12-pounders, besides two mortars and seven thousand men, dispatched to their assistance from this province under the command of a high officer.

From HANKOW we have received no intelligence except an account of the burning of the S.S.N. Co.'s S. *Chekiang* on the night of Sunday, August 7th. The *Chekiang* burst into flames as she lay alongside the wharf, and was immediately cut adrift, whereupon she dropped down with the tide, fouling the *Far East's* cable, the *Far East* having been previously fouled by the *Moyune.* After hanging on to the *Far East* for about five minutes she was at last shaken off, and continued her course, several vessels slipping their cables as she approached. Finally, she went ashore about twelve miles below Hankow. She was completely consumed, with the exception of the stern and machinery.

From JAPAN we have as yet heard nothing definite as to the question of war, but it would appear inevitable. Our latest dates are to the 13th inst. H. B. M.'s *Barossa* and *Cormorant* have returned from their expedition. On the evening of the 27th ulto. they reached Hima Sima, where the two Japanese who accompanied them went on shore in the disguise of doctors and set out for Hangi, the residence of Nagato, about 20 miles distant from Hima Sima. On the 1st inst. the *Cormorant,* as she approached the entrance to the inland sea, perceived that several new forts had been thrown up on either side of the channel. On the 7th the forts had been further strengthened with artillery which threw shot and shell across the *Cormorant's* bows as she neared the entrance to the straits. The two Japanese returned on that day with Nagato's answer, which is supposed to have been unfavorable. Much ill-feeling was displayed by the natives towards H. M. ships. It is said that Nagato has 16,000 Ronins in his service, besides his standing army of 26,000 men. It is supposed that in case of war Admiral Kuper and Admiral Jaurez will act in concert, but it is not probable that Admiral Jaurez will take supreme command. The Rev. R. Hamilton, Chaplain to H. B. M. Forces in Shanghai died in Yokohama from the effects of a fit which came on while he was bathing.

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THE CAPTURE OF NANKING.

REPORT *by* TSENG KUO-CHUAN, *Commander in Chief of the forces before Nanking, to* LI, *Governor of Kiang-su.*

I sent up a general report of the capture of Nanking about 10 A.M. on the July 9th, and having now received the reports of the various commanding officers, I am enabled to forward a fuller account of the unexampled hardships and difficulties with which the troops had to contend in overcoming the despairing efforts of the Rebels, who defended the outer and inner works with equal desperation, and even when these had fallen, held out in the streets with the most utter disregard of life.

The particulars of the siege are as follows:—

On the 3rd of July, Li Chiang-ho and others attacked and captured the valley of Lung-po-tzu, which enabled them to take up a position overlooking the city, and the attack was commenced and continually kept up from the following day, the various brigades taking it by turns, a great many being killed and wounded.

Li Chen-tien having discovered that there was sufficient rice in the city to last some months, and fearing that as our engineers had failed in between thirty and forty attempts to mine, the troops would be exhausted and discouraged, and some disaster occur did this attack fail, volunteered to construct a mine, under a fire which could only be compared to the falling of rain. In this he was supported by Hsiao Fou-szu and others who voluntarily ran up a number of batteries within one hundred feet of the wall, and having cut reeds, &c., constructed a mound and covered it with earth, which enabled them either to attack openly from its summit or privily under cover of it.

Thus for half a month the fighting went on without intermission, and the flower of the army was torn and mangled without our having been able to snatch the victory. Three General officers distinguished for their merit, viz., Chêng Wang-shên, Wang Shao-ji and Kwei Ping-chu, with many others, unfortunately fell victims and were deeply regretted.

About 3 A.M. on the 19th, as the mine was being filled, and I was talking to Li Chên-tien at its mouth, Li Hsue-chêng, known as the Chung Wang, headed a sortie of some few hundred desperate rebels, who were dressed as Imperial soldiers, and threw fire balls and other missiles which set fire to the batteries and to the mound of reeds (mentioned above). The troops were so much fatigued, and the hour was so late that the attempt was near being successful. However Wei Wei-shun, Li Chên-tien and other generals headed them on the left and shot down a large number of the enemy, while on the right Ping Yu-chu and others killed and captured a large number, while by the greatest good luck the mine was saved.

On the morning of the 19th July, I brought up all the brigades, and gave them orders to man the lines and be prepared to repel any attack, while I from daylight to noon engaged the portion of the city between the Lung-po-tze hill and the Taiping gate. At noon Li Chên-tien reported that the mine was ready, and the train prepared. On this I issued a notice promising boundless rewards should success result, and threatening death in case of defeat, upon which Liu Lien-chih and others bringing up their brigades, sat down on the grass, and voluntarily took an oath to die in defence of their country, should such be necessary. Seeing, therefore, that both officers and men were fully prepared and determined, I ordered the mine to be sprung at once, and with a sound like thunder some two hundred feet of the wall was hurled into the air. The sky was filled by the smoke, and bricks, tiles and fire flew in every direction, but Wu Ming-leang, Li Chên-tien and others led their men on through the ruins, and entered at the breach, the soldiers crowding like ants, each man being fully equal to ten ordinary mortals. Unhappily a large number were killed by the enemy, who rained such a fire down on them from the walls that the main body would have given way, but for Pêng Yu-chu, Hsiao Fu-szu &c., who stood with their swords drawn, and cutting down all who retreated, rallied the men to the attack.

At the same time Wu Ming-leang with others, having scaled the Lung-huang hill, engaged the rebels to the right and around the Taiping gate for some two hours, and finally drove them in, while about the same time Li Chiang-ho got into the city from the defences of the same gate.

By this time our force had been divided into four columns, one under Wang Yun-ho, marching on the *soi disant* Tien Wang's palace, which they made ten attempts to take by assault, until the approach of night compelled them to retreat. Liu Lien-chi cut down the rebels to the left as far as the Shên-tsei gate, when he met Chu Lan-kuei, who with others had just entered by a deserted tunnel. Joining their forces they found themselves strong enough to march to the Lien hill, and capture the I-fêng (North) gate. On the left Pêng Yu-chu with his followers entered through the old city, and marched to the Tung-hsi gate, while still further in the same direction Hsiao Fu-szu, dividing, captured the Chao-yang and Hung-wu gates, and killed all the rebels in the look-outs, guard houses, &c., thereabouts. In a word, the Rebels on the left were attacked, surrounded, cut off and destroyed in an incredibly short space of time, while Liu Lien-chi was equally successful on the right. Guards were placed on the gates, and this ended the events attending the assault and capture of the 19th July.

The bulk of my force was now massed on the Lung-huang hill, but the Rebel garrison in the South-west quarter held out until after the capture of the Chao-yang gate, when Lo Fêng-yuan made a desperate attack to the west of the Chu-pao gate (South) and scaled the wall by an old breach. At the same time Li Chên-chow entered by the defences of the Tung-hsi gate. The *soi disant* Chung-wang now collected a band of desperate followers, and made a frantic attempt to force his way from the Ching-liang hill to the Han-tsei gate. Seeing, however, Chên-ti and others surmount the defences of the Shên-tsei gate, and egress in that direction being consequently impossible, he fell back on the Cheng Wang hill. At the same time Huang, Ti-tu of Kiang-su with his flotilla attacked the river forts above Chung-kuan, and followed up his success to the city wall, where Chên-ti and his colleagues carried the Shên-tsei and Han-hsi gates, killing every rebel there. By this time it had become late, and Chên-ti seeing the Chung Wang and his followers lurking in the South-west quarter, took every precaution against a sortie. Pêng Yu-chu took charge of the Chu-pao and Tung-hsi gates, and Li Chên-tien of the Taiping gate, while Wang Yun-ho's men, who had been fighting all day, were recalled so soon as the stars appeared, and encamped in a circle on the Tung-huang hill.

This is in brief the result of the operatious on the South-west face, and the achievements of the flotilla.

Now, while Chu Kung-chang was attacking the T'ien Wang's palace, Shên Hung-ping and others led a body of men round to the left, and formed an ambuscade to the east of the so-called *Imperial city, with a view* to the capture or slaughter of the chiefs. But Chu Kung-chang's horse having been wounded, and the rebels being in enormous force on the stone bridge, he led his troops round, and as it was very late, withdrew them to the Lung-huang hill; the ambuscade, however, had by that time advanced too far to retire. It was now about 1 A. M. when the Chung Wang ordered the T'ien Wang's palace and the Fus occupied by the other Wangs to be burned, and the magazines blown up. The entire city suddenly seemed filled with smoke and fire, but at the same moment Yuan Ta-shêng and others saw some 1,000 armed rebels leaving the T'ien Wang's palace by the South gate, and making for the houses. Yuan Ta-shêng feeling assured that the T'ien Wang was endeavouring to escape, intercepted this body, and killed between seven and eight hundred, capturing one gold and two jade Imperial seals, *which Hung Hsiu-chuan* had had the audacity to use. The women employed in the palace, to the number of several hundred, hanged themselves, and *some* two thousand of the rebels were drowned in the city ditch. A large number were also burned to death, the fire having spread in all directions and rendered the streets impassible. Our troops were, however, from their ignorance of the roads, unable to attack the enemy in the dark, and *accordingly* withdrew. This completes the account of the Wangs' residences, and the chief slaughter of the rebels.

About 4 A.M. the next morning, a body of rebels dressed as Imperialist soldiers and numbering about one thousand, burst from the Taiping gate, but the Kuan-tzu brigade attacked them with grenades and other missiles, and killed a large number. Nevertheless about six or seven hundred mounted men *succeeded in getting out, and then* started in the direction of Hsiao-lêng and Ting-lin, whither they were *pursued* by our cavalry under Wu Wei-show. The prisoners stated that the *soi disant* Chung Wang had been killed in the city, that the young T'ien Wang had burned himself in the palace, while others informed us that *the Shun and Chung Wangs together with* the young T'ien Wang had escaped, but that Hung Hsiu-chuan had *in the month of June* swallowed poison at the time when our forces were investing the city, and was burned in the palace, while his title had been assumed by the young lord Hung Chen-fu. As soon as I heard of the escape of the scattered rebels, I sent Chang Ting-hsiei with several *troops of horse to follow up* Wu Wei-show, and with him continue the pursuit day and night. I *also wrote* to the garrisons of Li Shui, Chu-yung and other places to collect all the available cavalry and hunt the fugitives up, exhorting them at the same time to let none escape. I now wait their return to forward their report for *transmission to Peking through your Excellency*. During the 20th and 21st, *our* troops swept up and killed an appalling number of old Rebels, natives of the two Kuang, two Hu and Kiang-hsi. Tsêng Lung-t-o and those who were with him, especially distinguished themselves by killing large number *of* chiefs, and on the whole I imagine the slaughtered must have amounted to at least *one* hundred thousand men. During the three days which I have mentioned, the Ching-huai river was blocked up with bodies. In the city there had been about three thousand Wangs and leaders, but of these one half were killed, and the rest either drowned or slaughtered about the city ditch.

On *the* 22nd, *there alone remained a few* Cantonese who had fortified *themselves in a* lofty building from which they picked off our men, but the 23rd saw the city in our exclusive possession, and the pursuit and slaughter *completely over. I immediately* sent men to extinguish the fires, and to bury the dead, while at the same time I made arrangements for the reception and care of the wounded. I had no easy task in looking after the hundreds of things that demanded attention.

I cannot help grieving over the thousands of men whom we have lost by disease, and who were killed during the siege. *During this time I* have thrice prevented the relief *of the city*, and assaulted it more than one hundred times, but as through His Majesty's good fortune this slight success has been gained, Their Excellencies Pêng, Yang and Huang will draw up a list of the officers and men attached to the flotilla, while *I* will do the same with regard to the land forces, which report we trust you will unite with us in forwarding to the Throne. I beg that you *will recommend* for some mark of His Majesty's favor all those who have distinguished themselves, and that you will claim posthumous honors for those who have fallen in fight.

I have forwarded a similar report to His Excellency the Governor-General, with a request that he will forward it to Peking.

(Translation.)

POOTOO.

Shanghai, 8*th August*, 1864.

To the Editor of

The North-China Herald.

Sir,—Having lately *returned from Pootoo*, it may interest your readers to learn a few particulars of the present state of this picturesque and lovely island. I do not propose to enter into a minute description of the place, as a long and ably written account appeared in the *North China Herald* at the early part of last year, and it is generally well known by reputation to most residents.

My first visit to Pootoo was in June 1854. In February last year, I was also there, so that I am tolerably familiar with all parts of the island. The priests now appear to be wretchedly poor, and the temples never being repaired are yearly assuming a more ruinous aspect. The late typhoon seems to have swept over the island with terrific violence, especially has the southern end suffered. Here the landing place is situated, a stone causeway leads to a fine paved road that runs through this portion of the island. On either side of this road is a beautiful wood.

"Studded with old sturdy trees"
"That bend not to the roughest breeze"
"Which howls down from Siberia's waste"

but the typhoon, although they have withstood it, has literally torn every leaf from their branches and they thus present a most winterly and wretched appearance. A wood of young firs near by, also look brown and dead from the same cause, as if a blight had passed over them.

The centre temples in the island are in a good state of preservation, but they are not well suited for the residence of Europeans, as they are situated in a valley, and do not command a view of the sea. Here is a pavillion with an Imperial table of white marble, dedicating the island to religious purposes. It is said to have been erected by the Emperor Kanghi about the year 1760. Near by is the famous lake of water lilies; these *were in full flower and presented a very* fine appearance when viewed from the summit of a neighbouring bridge thrown across the lake.

On the eastern side of the island is a magnificent sandy bay, about two miles long; into which the waves of the pacific roll with a continuous dash even in the calmest weather. A rocky promontory about 200 feet high, divides this bay into two parts, on the summit of which, nestled in among the immense boulders of rock which form the apex, is a little temple called the 朝陽洞 Choy Uen Dong, *i.e.* Sun-facing grotto. We chose this place as a residence for a *portion of our party; the priests of whom I had* engaged the temple a year and a half before received us kindly, and allowed us to occupy *rooms commanding magnificent* views of the ocean and surrounding islands. Near by this, is the famous grotto 仙人井 Seay Ning Ching containing a little spring of clear cold water.

The rest of our party lodged at 天香閣 Teen Seang Kok, a large pavillion at the end of the sandy bay adjoining a range of temples, surrounded by fine old trees, and also *commanding a beautiful view of the sea.*

The grandest rock scenery is to be found at the northern extremity of the island. The goddess 觀音 Quei Yin is said to have lived on the island and to have been transformed at an enormous and wonderful fissure in the rocks which is there to be seen. The Buddhists have cunningly *built two temples in this cavity, the walls being supported by the sides of the fissure. It is altogether a most remarkable place and well repays* a visit.

The highest land on Pootoo is look-out peak, estimated at 1,500 to 1,800 feet high. One of the *best kept ranges of temples is situated near by;* the spot however would be only suitable as a *residence* to those who have very good legs and lungs, and are fond of exercise. Our party experienced considerable difficulty in landing, the bays are shallow, *it is quite a chance to find a native boat, the carrying coolies live at a considerable distance*, and are very independent fellows. No supplies of any kind are to be obtained on the island, with the exception of fish that is occasionally brought for sale. Rice and the *creeping yam are the only things I saw cultivated.*

A good steamer will make the passage between Shanghai and Pootoo in twelve hours, and it is undoubtedly the prettiest and most agreeable island for a sanatorium within that distance. It is however quite out of the route of the Ningpo steamers, and therefore either Rugged, Taeshan or Volcano island will probably be found much more suitable.

I should not omit to mention that the sea *bathing at Pootoo is very good*, but the tides and currents being strong, it is undesirable for even good swimmers to venture out far. I had no thermometer with me, but I should judge the temperature as ten degrees lower than Shanghai. These breezes are so invigorating that I and another of the party did not feel inconvenienced by walking seven or ten miles even in the middle of the day.

Yours truly,

H.

H. B. M CONSULAR COURT.

Before Sir Harry S. Parkes, K. C. B.,
H. B. M. Consul.

J. Kahn, Esq. }
Captain Wilkinson. } *Assessors.*

Tong Fat *versus* British & Foreign Marine Insurance Company.

In our last issue, we gave the evidence for the plaintiff. The following is that offered for the defence.

August 10.

Mr. Myburgh, in the course of a long speech opening the case for the defence, said that a more important and extraordinary case than this seldom arose. Europeans labor under great disadvantages in carrying on business with Chinese, through ignorance of the language, and inability to get at the bottom of the Chinese character, as can be done with that of a European. In all business transactions, if fraud and cunning enter, suspicion must shortly follow. In this case there must be both circumstantial and direct evidence. In the former, it is necessary to look at the motives, and Tong Fat shews most plainly that he has been committing fraud and cheating. *It is only by the* testimony of an accomplice, that we can shew by other than circumstancial evidence that Tong Fat was present when this scheme for losing the vessel was concocted; that the opium was taken from *the receiving ships, not taken direct to the schooner* but taken on shore, which was quite unnecessary, and probably fraudulent opium substituted. Tong Fat's statement that he did not take those chests to the junk office to be stamped spoils his case. The Chinese witnesses called the other day, said that they did not touch anywhere or speak to any one, on the way from the receiving ships to the *Melita*. This throws great discredit on their testimony. He (Mr. Myburgh) considered that after the chests were stamped, they were taken into *the city and* tampered with and then taken on board the *Melita*. He thought the opium all came on board on one day; and here he must call the Court's attention to the unprecedented amount of opium which was put on board the *Melita*. The market at Newchwang was very low at the time. Opium was then at from Tls. 520 to Tls. 510 per chest. Tong Fat says that he expected to sell the opium for Tls. 610 per chest. It was very strange that the opium should be taken out of the receiving ship without gunny, not taped or sealed. Captain Bennett's suspicions were aroused by this, and he went on board the *Melita* and saw the opium there, but noticed a few chests in particular lying by themselves, open; he looked into one of them and saw the opium wrapped up in paper. He (Mr. M.) could bring forward evidence to show that it could not have been tampered with on board the receiving ship. The *Melita* left on the 18th of the month, had a fine passage up and anchored on the 28th. The Captain said he was making some gear, he (Mr. M.) thought more likely waiting for fouler weather. He afterwards went up and anchored in three and a half fathom water. There were several other vessels outside which would not venture in. The *Melita* anchored at 9 o'clock; at 1 o'clock she thumped violently, and at about 4 o'clock she stuck hard and fast. About this time the pilot came on board. When the ebb turned, she might have dropped off the bank without any danger. At 4½ o'clock she floated, and another *pilot* says she swung at that time to the tide; then again she might have dropped off into deep water. The vessel was making eight inches of water that afternoon, and yet the Captain made no attempt to procure assistance, *when the value of* the vessel was almost nothing compared with that of her cargo. He kept the pumps going of course, as otherwise suspicion would have been aroused. The *Isis* was near the vessel, and would readily have rendered immediate service, there is no doubt. As to the opium, the vessel was loaded peculiarly. There were three tiers of opium and one tier of paper. The Captain thought the mate was getting up too much paper, so he told him to leave the paper alone, and hand up the opium. The mate accordingly paid undivided attention to the opium and sent up the small packages. They were wrapped in Chinese paper, with Chinese characters on them. The cargo might have been stowed on deck if the object *really* was *to get at the ballast*. But it was not; it was in furtherance of his instructions received, to lose the cargo. At 5 o'clock, a gun being fired, a boat was put off from the *Isis* and provisions and stores and the clothes of the officers and men were sent off from the *Melita*, but even then none of the opium was attempted to be saved. On the previous afternoon, the Captain of the *Louisa*, one of the vessels lying near, was on board, and yet nothing was said to him about their situation. The pilot was sent up to Newchwang next morning for help, and he returned in a pilot boat and was found asleep alongside the vessel, having been so for some time. This circumstance, if not suspicious, seems, at least, inconsistent. The Captain then *left the vessel and went on board the Isis*, having battened down the hatches. The observations made by him on board the *Isis* were anything but those of an innocent and honest man, and were very suspicious. For instance, he spoke of a case of gun powder which he would use if the vessel *did not sink*, and other remarks of a similar nature. It is well known that, if opium is not saturated by salt water, it is still of use, and is subject only to a depreciation of from Tls. 100 to Tls. 150 per chest. He (Mr. M.) hoped *to show that the opium insured with defendants* was fraudulent and thus renders the policy null and void. A few Chinese boatmen afterwards came across the wreck, and with some difficulty found the main hatch, whence they managed to hook out some of the chests which they took on *shore, and handed over* to the Consul. Abundant evidence can be brought to shew the identity of this wreck with the *Melita*. Another question is whether it was taken direct to the consulate. They could have had no object in substituting fraudulent opium for good and taking it to the Consulate for salvage, as they would not get any salvage under those circumstances. The policy was lost by fraud. The opium was lost by fraud and collusion of the captain with the plaintiff, and the policy is rendered void by a breach of warranty. The fact of Tong Fat's getting Pu-tau & Co. to procure a new captain may have been intended as a blind, to show that if he did not expect the vessel back he would not require another captain. The policy was only made for Newchwang, not for Newchwang and back. The reason *alleged was that the vessel was going on to* Foochow after leaving Newchwang.

Evidence given at H.B.M. Consular Court at Newchang respecting the four chests of opium sent up to the consulate, was put in and read.

G. B. Bennett said:—I am captain of the *Wellington*, Receiving Ship. I was on board of the *Emily Jane* on the 14th March last. I saw opium on the deck; I think from thirty-five to forty chests. The chests were in the usual state when delivered to Chinamen *on shore*. These, according to the shipping order, were not going on shore. The mate, Mr. Harvey, asked me whether he should deliver the opium to this order. I advised him not. The order was not stamped from the Custom House nor endorsed by Tong Fat. It is a very unusual thing to tranship opium in that way. When opium is to be delivered, it is always opened and examined. If going on shore, the chests are merely nailed down again. If they are to be transhipped, *they are nailed down, taped, sealed, and covered* with gunny-bags and matting. On the 15th, twenty-seven chests went out of my vessel in the same way as they went out of *the Emily Jane*. I was not there myself; they were delivered by my purser, Mr. Fonseca. I have been six years and a half in command of the *Wellington*, and during that time opium has never gone out for transhipment in that way. Knowing that the opium was to be transhipped, my suspicions were aroused. I was present at the examination and weighing of these 27 chests of opium. None of the contents were wrapped in paper. The opium has to be turned out of the boxes to be weighed. I saw it put in again and nailed down. *It could not have been put in paper on board.* I went to Messrs. Sassoon & Co. on that day or the next, and found Tong Fat there. I imagined he was there for the purpose of insuring. I dissuaded Sassoon from taking any insurance on the *Melita*, for I *thought that Tong Fat was there for that* purpose. I was on board the *Melita* twice. I have condemned the *Melita* before. I surveyed her this time and gave her a third class risk. I also went to the North-China Insurance Company for the same purpose as that for which I went to Sassoon's. *About 9 o'clock on the morning of* the 16th, I went on board the *Melita* and went down below to have a look at the vessel. I saw a lot of opium on board without any gunny or covering. The date might have been the 17th; *I am not sure. It was in a very bad state, and I brought it under the attention of the* mate. I saw something wrapped in paper. I saw some of my own chests which had evidently been opened. On board the receiving ships, after being opened, the lids are nailed on again and a Chinese paper chop put on. This chop is put on at both ends of the chest, and is the same length as the breadth of the chest. I remember seeing the contents of one chest and could have put my hand in. I intended to do so but *the mate would not allow me*. The chops might get bruised going over the side of the receiving ship, but not torn off. These chops appeared as if they had been tampered with. I then went to the North-China Insurance Office and spoke to Mr. Davis about it.

To Mr. Cooper:—Until the vessel was lost, I did not know that the North-China Insurance Company took insurance with the *Melita*. It was against my advice. On this occasion I passed the vessel on a third class risk. *Formerly I condemned her. When she had got some of her* cargo on board, I passed the vessel and sent in my report. I advised the Company not to insure because it was dangerous to send a valuable cargo in such a bad vessel. I saw the vessel *when undergoing repairs. The main hatch* was off when I went on board. The men were at work down below. There was no necessity for a light, it was broad daylight. I am not aware that the *Lady Hayes* or any other receiving vessel sends the chests without any covering. *It is generally done as the Chinese want it.* We charge $1 for the matting and, I believe, 25 cents for the gunny which is managed by the shroff. When a Chinaman takes delivery of opium, the gunny bags are a perquisite to the ship. I don't *know what becomes of them. I saw the opium* weighed on the 11th March, and it was delivered on the 15th. The lids are never nailed on carelessly. On board the *Melita*, I saw several chests slightly open. In the one which I saw the paper, I could have put my hand. I should not have thought the absence of gunny so singular, if the number had been about five chests.

To Mr. Myburgh:—What I mean is that I have never known a case of a Chinaman having opium transhipped for an outport without gunny. *When I went on board the Melita I saw two* boats alongside which had brought the opium.

To the Court:—The two boats were employed with opium. I can't say whether one boat carried the whole of the 27 chests, which left my vessel. They left the *Melita* together. On the 17th March the opium was taken up and the chops put on, and the chests put down again *on board the Wellington. They were taken up* again on the 15th, put into a boat and sent to the *Melita*. I don't think this frequent shifting would do it any damage. A Chinaman would not take the opium from the receiving ship if the chests were broken. They generally make thirty-three bundles out of a chest. I never knew it done on board my ship. I have seen it done on shore. I believed they sometimes do it on board the *Lady Hayes*. The packages I saw in the chest were just the same in appearance as those which I saw on shore.

August 11th, 1864.

C. D. Smith, Mate of the *Melita*, said:—I was chief mate of the *Melita* on the voyage from Shanghai to Newchwang. I shipped under the name of John Robert Bell. *I* came out here in an American ship, having shipped in her from the United States under that name, and got my discharge in that name also. I went on board the *Melita* on the 13th March. There was only ballast on board. On the 14th March, I received eight chests of ammunition. I received nothing else on that day. On the 15th *I received cotton and paper on board. I am* sure that I received nothing else on the 15th. On the 16th I received eighty chests of opium. They all came alongside at the same time, I think, in one large boat. They were all taken in at the same time. Both the shipping orders *for the opium* were handed *to me* together. They came about the middle of the day. I had this cargo book in my hand, and as the chests came up the side, I jotted them down. I am quite certain they all came at the same time. I jotted down the paper and cotton in the *same way as I did the opium. After I* became mate of the brig *Star*, I jotted down the cargo in the same manner. I am quite certain that the ammunition, the paper and cotton, and opium came on board on three separate days. Several of the opium chests were broken and I told the Chinamen when *they came on board*, to nail them up. I did not notice whether the chops on the boxes has been torn or not. They might have been torn without my knowing it. Some of them were partly open and one had the lid broken *off* entirely. *None* of the chests had gunny on. *They were similar to those* chests I see here. I can only recollect seeing one boat alongside. The boat was like a small Soochow junk. The mast lay fore-and-aft on the top of the house. I am quite sure that I saw the opium passed up out of that boat. *There were* supercargoes on board. They brought their own men to stow the cargo. They were Tong Fat's supercargoes. They had been on board several times before. They had been on board on Sunday. On Monday, Tuesday and Wednesday the cargo was taken in. I did not see any bare balls of opium when I looked into the open chest. I saw paper. I nailed up one or two of these chests myself and saw whitish paper in them.

To the Court:—The opening in one chest was about half the size of my hand. *As much* as I saw of its contents was of a flat form.

To Mr. Myburgh:—This paper might have covered something. There was one single tier all over forward, and two aft. I remember Captain Bennett coming on board on the 14th. *We had* not the cargo in then. He came and asked some questions and then went away again. Captain Bennett came on board again on the 17th, *I* think. It was the day after the opium came on board. He went into the hold and I went with him. It was at about 9 or 10 in the morning that he came on board. He alluded to the state of the chests of opium and left. We sailed on the 18th or 19th, and arrived in sight of land and anchored on the 28th March, between two or three o'clock in the *afternoon, in about 3½ fathom* water. We were at anchor there until the 30th. We were repairing light damages and waiting for a pilot. On the morning of the 30th we weighed anchor and stood in. (Witness demonstrated by the chart the course they went.)

To the Court:—This chart belongs to me. I bought it in Shanghai.

To Mr. Myburgh:—When we anchored the first time, there was a smart breeze.

To the Court:—It was about high water when we anchored on the 30th.

To Mr. Myburgh:—Shortly after we anchored, we could have tacked out into deep water. The wind came round to the North West. There were three vessels there. Two moved, *but the other could not, as she was hard and* fast at a distance of about two miles to the North West. The Captain said that he thought we were on the East bank, and that we should stick if we attempted to move. The tide turned at 9½ o'clock. At 1 o'clock we thumped. *Between 9½ and 1 o'clock we had* both wind and tide in our favor for getting out. She thumped for about an hour until nearly dead low water and then stuck hard and fast. The pilot came on board about 3 o'clock. When the vessel commenced thumping, I sounded the pumps. At about 3½ o'clock, when the flood commenced, she thumped again and I again sounded. This was half an hour after the pilot came on board. I then found two feet nine inches of water in the hold. All hands were put on to the pumps. It was about 5 o'clock when she swung to the tide. There was no attempt then made to get her out of the position she was in. All hands were kept at the pumps. About 5 o'clock the Captain of the *Louisa* came on board. I was not near the Captain of the *Melita* when he was talking to him. I think it was nearly an hour before he left. *I heard him say* that he came on board to get a pilot. During this time she had gained eight inches of water. There were *thirteen* sailing vessels lying about us. Our boat was not sent to any of these vessels. We hoisted no signal of distress. We saw two boats coming up at about 2 o'clock, and hoisted a pilot flag. The early part of the evening was very fine. About 8 *o'clock* I think we had about 1 foot 9 inch. to 1 foot 10 inch. water in the hold. It was not over the ballast. The ballast was about two feet deep. We had round stone ballast. At this time the cargo was getting damaged. The nearest vessel was about a quarter of a mile off. *We were inside all the others* except two which were to the westward of us, and one ashore to the northward. All the others were in the proper anchorage. We could not have worked out that night after the flood set in. The flood tide would have carried us into shoaler water.

To the Court:—The Captain told me that he was on the East Bank. He said that he had been on the East Bank before. The high land can be seen from that place.

To Mr. Myburgh:—I have seen the Captain's chart. I think 1860 was the date of it. It was on a smaller scale than this one. At about 9 o'clock we got the boat out ready for lowering, and worked at the pumps again. Nothing particular occurred until 12 o'clock. Then the Capt. *told me to break open the main hatch*, take the men down and heave the cargo overboard.

To the Court:—There were six working men on board. I began to heave the paper overboard. There was one tier of paper over the opium. The packages were about 1½ feet long. It was easy to pass them up. I heaved the greater part of the paper overboard, when the Captain told *me to throw over* the opium. I had passed up about two or three chests, when the Captain came down with the supercargo and the supercargo's cook. *I* required two men on deck, two at the main hatch, and two in the hold. The supercargo and his cook helped the two in the hold to roll the opium along *from* where it was aft. The Captain was standing by with a light. I kept on till *I got nearly all* the top tier out. This took me about an hour. I wanted to take out more of the paper to get at the lower tier of the opium. The Captain said not to mind the paper but to heave out the opium. The paper was wet and very heavy. The bamboo bands still held round it. I should think it was double the weight it was when dry. The Captain then went on deck and I heaved over a few more chests when the Captain called out to me to come up on deck and put on the main hatches. There was one chest all open, and the Captain was particular that no one should steal any of the opium. That, he said, was the reason why he come down into the hold, to see that none was stolen. In this chest were small *bundles wrapped up in paper, with two or three* balls in each pack. I passed these on to the supercargo to throw overboard. The Captain told me to go below to keep a strict look out that none of the men stole any of the opium out of the chests, while throwing them overboard. *The hatches were put on again* and locked, and the anchor was heaved up. We dropped out into deeper water and pumped until about 5 o'clock in the morning. Than all hands shouted and two big guns were fired. It was at about 3 o'clock or half past that we anchored *again. I suppose we fired for assistance.* We dropped out half a mile or three-quarters. This was in a thick fog. It was daybreak when we began to shout.

To Mr. Myburgh:—It was a boat from the brig *Isis* that came alongside us. There were the *mate and four men in her. Clothes belonging to the* officers and men were put into our boat, and cabin stores belonging to the Captain were put into the other. The boatswain remained on board the *Melita*. I went on board the *Isis* and remained there for two or three hours. The *Captain wanted to go on board the schooner* alone and said that he would stay on board the *Melita* by himself and send the boat back with the boatswain. I, however, did not wish to stay idle on board the *Isis*.

To the Court:—I can swear that he said that he would stay on board until she *sank*. He changed his mind immediately, when I expressed my wish to go back. I went on board with the Captain, supercargo and crew. The supercargo had to ask permission to go also. The Captain gave his permission readily. The supercargo's cook did not go. The Captain got the wheel taken off, passed a barrel of flour into the boat and sat down on the deck. The crew were doing nothing. The Captain would not allow *anything to be done. The ship was still afloat.* I went down by the fore hatch with the supercargo. There were four feet of water. The opium was covered. Paper and everything that would float was floating about. The water was thick and muddy.

To Mr. Myburgh:—A short time after this, the Captain went away, leaving me and the supercargo on board. *The weather was fine. I* did not leave her until half an hour before she sank. She sank about midnight. I went to the *Isis* for my bed clothes as I intended to sleep on board the *Melita* that night. I did not think she was going to sink. The Captain and two men—the supercargo's cook and another man—came on board from the *Isis* at about 5 o'clock that afternoon. She was not aground for any of the time after the second thump which she had, until she sank. I remained alongside the wreck in the pilot boat with all hands. Ainsworth was on board of this pilot boat all the time. For three days, we stopped alongside getting out sails, spars, &c.

To the Court:—On the first day, turned to all hands, undoing the sails, lowering the yards and cutting down the mainmast. We got one anchor off. We hauled off and kept off on the second day. On the third day I went alongside. I found a chest of opium floating on a spar. I picked it up and put it in a boat. The Captain called out to me from the *Baystate*, pilot boat, to throw it overboard again. I was too far off to pay any attention. The chest was whole. I pulled toward the *Baystate* towing spars, and the Captain called out to me to heave it overboard, when I was at a distance of two or three fathoms. I did throw it overboard. This was in the afternoon. I then lashed the spars alongside the *Baystate*. I went back and brought the remainder of the spars. When I threw the box overboard it floated.

To Mr. Myburgh:—This chest was lying in among the spars and could not get out. While the pilot was on board, the Captain gave all the orders. On the third day, the Captain stopped in the pilot-boat all day. I had never seen Mr. Hanbury before he came on board the vessel in which I came up from Amoy. He came on board four or five days after I came in. When I handed this book and the orders to Mr. Hanbury, the orders were endorsed. I endorsed them in Shanghai before going in the *Melita*.

To Mr. Cooper:—I never saw Captain Barker before I joined. Another person introduced me to him. I never recollect having said that there was anything suspicious about the wreck, up to my arrival in Shanghai. I was on board the *Kiff Chief* in Newchwang and was speaking

(See Supplement.)

INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

Established in 1782.

Trustees & Directors:

Decimus Burton, Esq.
Travers Buxton, Esq.
Octavius Edward Coope, Esq.
William Cotton, Esq.
John Davis, Esq.
George Arthur Fuller, Esq.
Charles Emanuel Goodhart, Esq.
James Alexander Gordon, Esq.
Edward Hawkins, Jun., Esq.
Kirkman D. Hodgson, Esq., M.P.
William James Lancaster, Esq.
John Dorrien Magens, Esq.
John Timonthy Oxley, Esq.
Benjamin Shaw, Esq.
Wm. James Thompson, Esq.
Henry Heyman Toulmin, Esq.
Matthew Whiting, Esq.

INSURANCES against Loss by Fire are effected by the Phœnix Company upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandise, Goods, and Property against Fire for *large amounts.*

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
26ma-65 387 Yokohama, 3rd Mar., 1864.

HOME AND COLONIAL ASSURANCE COMPANY,

Limited.

Capital. £2,000,000,

In 40,000 Shares of £50 each. With Power of Increase.

£1,000,000 Issued.

Directors.

Chairman: John Paterson, Esq, Director of the Alliance Bank.

Deputy-Chairman: Alexander Fraser, Esq., (Maclaine, Watson & Co. of Batavia.)

* James Anderson, Esq. (Anderson Thomson & Co.,) London.

William Frederick Baring, Esq., Director of the Bank of Hindustan.

*Stephen Busk, Esq., Director of the Merchant Banking Company.

William Duthie, Esq., Director of the Standard Bank of British South Africa.

Lewis Fraser, Esq., (Maclaine, Fraser & Co.,) Singapore.

Clark Irving, Esq., Hyde Park Square.

* Duncan James Kay, Esq., (Kay, Findlay & Co.,) London.

James Lyall, Esq., (Lyall, Rennie & Co.,) Calcutta.

T. W. L. Mackean, Esq., London, Chairman of the Bank of British Columbia.

James McMaster, Esq., (late of William McMaster & Brother,) Toronto and Manchester.

Brinsley de Coursey Nixon, Esq., Queen's-gate-gardens.

Augustus Henry Novelli, Esq., (Novelli & Co.,) London and Manchester.

Felix Pryor, Esq., (of the late firm of H. and J. Johnston & Co.)

John Swindell, Esq., (Swindell & Matthews,) Mincing Lane.

William Patrick Adam, Esq., M.P., Blair Adam, Kinrosshire

Henry Thurburn, Esq., 5, Queensborough Terrace.

* James Wyllie, Esq., (Gladstone, Wyllie & Co.,) Calcutta.

* *Directors of the Marine Department only.*

Underwriter.

J. J. Choisy, Esq.,

Bankers.

London: The Alliance Bank, Lothbury.
„ The Consolidated Bank, Fenchurch Street.

Agents.

Bombay—Messrs. Findlay, Scott & Co.
Kurrachee—Messrs. Findlay & Co.
Madras—Messrs. Binney & Co.
Calcutta—Messrs. Gladstone, Wyllie & Co.
Rangoon—Messrs. Gladstone, Wyllie & Co.
Singapore—Messrs. Maclaine, Fraser & Co.
Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.
tf 480 Shanghai, 26th July, 1864.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. John Stewart Mackintosh has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. Wm. Lemann will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. Gilman & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supplied on application to the Secretary. By order of the Directors,

W. LEMANN,
Secretary pro. tem.
tf 422 Shanghai, 25th April, 1864.

INSURANCES.

ASIATIC BANKING CORPORATION.

Incorporated by Royal Charter.

Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

Board of Directors.

Francis Boykett, Esq., Chairman (Messrs. Timothy Wigging and Co.)

J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)

Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.)

Charles A. Fearon, Esq., (Messrs. Fearon and Co., late of Messrs Augustine Heard and Co., China.)

William Maitland, Esq., (Messrs M'Kilop, Stewart and Co., Calcutta.)

Committee in Bombay.

The Hon. Michael H. Scott (Messrs. Ritchie, Steuart, and Co.)

Robert Hannay, Esq., (Messrs. Grey and Co.)

Cowasjee Jehanghier, Esq.

General Manager.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

Bankers.

The Bank of England.
The London Joint Stock Bank.

Brokers—Messrs. Foster and Braithwaite.
Solicitors—Messrs Freshfields and Newman.

Auditors.

Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant Drafts, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fe 485 6th August, 1864.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31dc 324 Shanghai, 1st January, 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE under-signed having been appointed *Agents* at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 29th June, 1863

THE

Oriental Bank Corporation.

(INCORPORATED BY ROYAL CHARTER, 30TH AUGUST, 1851.)

PAID-UP CAPITAL, £1,260,000.
RESERVED FUND, £252,000.

COURT OF DIRECTORS.

Harry George Gordon, Esq., *Chairman.*
William Scott Binny, Esq., *Deputy-Chairman.*
James Blyth, Esq.
John Lowis Bonhote, Esq.
William Walter Cargill, Esq.
Alexander Mackenzie, Esq.
Lestock Robert Reid, Esq.
Patrick F. Robertson, Esq.
Charles J. F. Stuart, *Chief Manager.*
Patrick Campbell, *Sub-Manager.*

BANKERS.

BANK OF ENGLAND.
UNION BANK OF LONDON.

AGENTS IN SCOTLAND.

NATIONAL BANK OF SCOTLAND.
COMMERCIAL BANK OF SCOTLAND.
R. DUNDAS CAY, 23, St. Andrew Square, Edinburgh.

AGENTS IN IRELAND.

PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE. THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI AGENCY.

Banking.

THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Agent.
tf 490 Shanghai, August, 1864.

INSURANCES.

GUARDIAN FIRE & LIFE ASSURANCE COMPANY

11, Lombard St. London.
Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.

Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Jansen, Esq.
G. J. Shaw Lefevre, Esq, M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.

Secretary.

Thomas Tallemach, Esq.

Actuary.

Samuel Brown, Esq.

Superintendent of Fire Department.

Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.
25ju-65 455 Shanghai, 25th June, 1864.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:

Sir Moses Montefiore, Bart., F.R.S.

Board of Direction:

James Alexander, Esq., (Alexander, Fletcher & Co.)
C. J. Barnett, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. Barnett, Esq., Glympton Park, Woodstock.
Benjamin Cohen, Esq., New Court.
James Fletcher, Esq., (Alexander, Fletcher & Co.)
William Gladstone, Esq., (Thomson, Bonar & Co.)
G. J. Goschen, Esq., M.P., for the City of London, (Fruhling & Goschen.)
Samuel Gurney, Esq., M.P. for Penryn and Falmouth.
James Helme, Esq., Director of the Provincial Bank of Ireland.
Sampson Lucas, Esq., (Lucas, Micholls & Co.)
Elliot Macnaghten, Esq., Director of the Provincial Bank of Ireland.
Thomas Masterman, Esq., Collingwood House, Brighton
J. M. Montefiore, Esq., Director of the Provincial Bank of Ireland.
Sir Anthony de Rothschild, M.P., for the City of London.
Thomas C. Smith, Esq., 23, Oxford Square, Hyde Park.

Assurances on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

Established 1809.

Capital £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

MANCHESTER FIRE ASSURANCE COMPANY.

Of Manchester and London.
Capital One Million Sterling.

THE Directors have the pleasure to announce the appointment of Messrs. Holliday, Wise & Co. as Agents for this Company at Hongkong, Shanghai, Canton, Hankow, and Foochow; who are prepared to grant Insurance at current rates, and of whom all needful information may be obtained.

By order of the Board,
JAS. B. NORTHCOTT,
Secretary.
tf 319 Shanghai, 24th Dec., 1864.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000.) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.
25jy-65 185 Hankow, 9th July, 1863.

AUSTRALIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 309 Shanghai, 4th December, 1863.

INSURANCES.

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. Adamson & Co. Agents for the Company at Shanghai.

By Order,
GEORGE STEWART,
General Manager.
tf 240 Manchester, July 1863.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 Royal Exchange Avenue. LONDON.

Capital,... ..2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

NOTICE.

Batavia Sea and Fire Insurance Company.

THE Undersigned having been appointed Agents in China for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $47,000 by Sailing Ship, and Mexican $90,000 by Steamer.

Wm. PUSTAU & Co.
22oc-64 Shanghai, 18th April, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzechubiin, Tien-tsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

THE NORTHERN ASSURANCE COMPANY.

Capital £1,259 760 Stg.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances *against fire to the extent of* £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3d February, 1862.

YANGTSZE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon marine risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Police holder.

RUSSELL & Co.,
Secretaries.
tf Shanghai November 1st 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862

QUEEN INSURANCE COMPANY OF LIVERPOOL.

THE Undersigned have been appointed Agents in Shanghai for the above Company and are prepared to grant Policies against Fire, as follows—

On private Dwelling Houses of the best description, detached and in the occupation of Foreigners, at the rate of ¾ *per cent per annum.*

On Furniture and Stores in the above, 1 *per cent per annum.*

On first-class detached Godowns, ¾ *per cent per annum.*

On second-class Godowns 1 *per cent per annum.*

On Merchandize in Godowns, 1 *per cent per annum;* ¼ *per cent for* 3 *months, and* ½ *per cent for* 6 *months.*

Policies will be granted to the extent of £10,000 on any one Building or on its contents.

No Insurance will be considered in force until the premium be paid.

Considerable advantages are offered by this *Company to those effecting Insurance for a longer* period than one year.

Forms of Proposals and all requisite information can be obtained at the Offices of the Undersigned.

BLAIN, TATE & Co.
tf Shanghai, 1st July, 1861.

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are *prepared to grant policies against fire at Shanghai* to the extent of £10,000,—on one risk, as under:

1. On Buildings or on their contents.
2. On Ships, lying in port, or on their contents

For further particulars apply to

Wm. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, *or the Colonies, at the Rates* of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
M Shanghai, 19th February, 1857

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Ports are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

HOUSES & LAND.

FOR SALE.

A front Concession Lot at Hankow with newly erected and well built Dwelling House, and Godown measuring 118 by 48, and out houses.

Apply to

CRAVEN WILSON & Co.,
Hankow.
or JARVIE, THORBURN & Co.,
Shanghai.
tf 464 2nd July, 1864.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagaramatre hill, particularly well adopted for invalids, or families intending to spend the summer there.

The House consists of four reception Rooms on the ground floor and four bed rooms upstairs.

Kitchen, good offices, large gardens, all in complete order.

For particulars apply to

BUISSONNET & Co.,
Shanghai.
PIGNATEL & Co.,
Nagasaki.
tf 453 Shanghai, 18th June, 1864

FOR SALE.

FOR SALE

GIESLER'S Creaming Champagne. Port, Sherry, &c., &c.

SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S Colloquial Japanese or Conversational Sentences in English and Japanese,	$6.00.
Martin's Anylitical Reader, a Short Method for Learning the Chinese written Language,	$4.00.
Edkins' Mandarin Grammar—a Grammar of the Chinese Colloquial Language commonly called the Mandarin Dialect,	$5.00
Edkins' Progressive Lessons in the Chinese spoken language	$2.00.
Culbertson's China or Darkness in the Flowery Land,	$1.00.
Hernisz's Guide to Conversation in the English and Chinese Languages,	$3.00.
Macgowan's Phrases in the Shanghai Dialect,	$5 00.

27ju-65 163 Shanghai, 27th June, 1863.

FOR SALE.

SHERRY Yasi's in 2 & 5 doz cases,		Tls.	8	p doz
Port,	„ „ „ „	„	8	„
Champagne, in 1	„ „	„	12	„
Claret. (Barton & Guestier's)				
St. Julien, in 1-doz. cases,		„	8	„
Medoc,	1 „	„	5	„
Cognac Brandy,	1 „	„	10	„
do. do.	1 „	„	6	„
India Pale Ale,	4 „ casks	„	2	„

CHAPMAN, KING & Co.
tf 223 Shanghai, 12th September, 1863

MISCELLANEOUS.

N. BIRKENSTAEDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.

Sin-tuk-kee, Foochow Road.
tf 475 Shanghai, 23rd July, 1864.

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.

HANKOW.
tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.

Yokohama,
JAPAN.
tf 264 Yokohama, 5th October, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.

Yang-king Pang,
SHANGHAI.

WHITFIELD & KINGSMILL,

Civil Engineers and Architects.
Yew hun.

Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23rd January, 1863.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,
BREAD AND BISCUITS.
SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,

D'Aguilar Street,
tf HONGKONG.

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,
SHANGHAI.
Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1862.

[*Edited by* R. ALEXANDER JAMIESON *Printed & Published every Saturday, at the North-China Herald Office, Shanghai.*]

about it to the mate and other persons on board, but I don't exactly recollect what it was I said. I cannot swear as to the precise date of the endorsement of these papers, without referring to my log-book. I can swear it was before the *Melita* left Shanghai. I bought this cargo-book a few days before I joined the *Melita*. The other cargoes marked in it are subsequent. I signed the receipts for the opium as in good order although it was not in good order, because it was the supercargo who was responsible for it and not I. I cannot account for two receipts coming for the opium which came in one boat. I should not like to swear what kind of a boat she was. She was covered, with the covering higher aft than forward and a mast lying fore-and-aft on the top. I would not swear to its being a covered boat. I recognise these two men (the boatmen formerly examined). I think they came with the opium and went below to stow it. I had little more to do than keep account. On board, a Chinaman pasted slips of paper on the boxes. He had a number of them in his hand. The chests may have had paper round the top edges when they came on board; I dont know. I don't recollect seeing them put any on the sides. I don't recollect seeing any paper on the sides. I nailed down three or more boxes when they came on board. It is common for boxes to get a little damage. There was nothing to arouse my suspicions in that circumstance. I don't recollect Captain Bennett saying that he should like to put his hand into one of the boxes. At the time that Captain Bennett came on board all the slips had been put on. If I had thought there was anything wrong, I should have spoken to the Captain. The Captain's chart was for the Gulf of Pechili. I got an occasional glimpse of it. One of the two Chinamen who came with us slept in the Captain's cabin, and the other slept in the hold on the cargo. I did not allow him to smoke during the day. I suppose he did for all that. I don't think he was an opium smoker. The fore hatch was locked on him every night by me and opened during the day. We kept the lead going as we went up. When waiting for a pilot we had not a signal up. There was a vessel which ran in about the same time as ourselves; she carried more sail and preceded us; she went on shore above where we were. We anchored in 3½ fathom water. I think we hoisted our pilot signal at 2 o'clock. There was a little swell that day. The vessel was afloat all the time forward. It was only aft that she grounded. About 11 o'clock the fog set in. The Captain, when I went down below first, did not tell me to commence with the opium. Up to the time the pilot came on board she made no water. I saw nothing at the time that would justify me in saying that the Captain tried to lose the ship. I can't say I think so now. I think he might have saved the whole cargo. I did not think so at the time. I did not think she was going to sink when the men were shouting. I could swear I did not frequently go and ask the pilot if he thought the ship would sink. I think the pilot mistook me for the supercargo. The supercargo spoke English as well as I do. I did not think it strange at the time that the Captain should have the cargo thrown overboard. I have been spoken to by no one about it except by Mr. Myburgh and Mr. Robinson. Mr. Robinson examined me. I don't recollect the crew of the *Melita* bouting out that the vessel was sinking. I fired the guns off. After the main hatches were put on, the iron bar was put over them and locked. I left the key on board the *Melita*. At the time she sunk the main hatches were fast. The boat I was in when I found the chest of opium is about 20 feet long. She had five men in her besides myself. I recollect the Captain's saying to heave that damned stuff overboard. The Captain had told me several times that opium was no use when it got wet. I don't know whether the muddiness of the water in the hold of the *Melita* was caused by opium. I threw the box overboard without any objection. I sung out to Mr. Ainsworth that it contained opium. The Captain said it was hard to have to leave the vessel when he went on board the *Isis*. In the morning he shed a few tears, after that I heard him swear, and then I heard him laugh. He swore at one of the men on board the *Melita*. Somebody said something to him and he laughed. At the time I thought his tears were honest.

To Mr. Myburgh:—I don't think the opium and paper weighed more than sixteen tons when dry. I recollect going on board the *Melita* on Sunday, and getting in the cargo on the three following days, consecutively.

To Mr. Kahn:—I never saw a mate of a vessel endorse the shipping orders. I never did so before. I don't know why I did so. I did not enter the ammunition because it was raining on the first day and I had not my book with me. I entered it in my log-book. The supercargo and his cook were not much together. They were like master and servant to each other.

To Capt. Wilkinson:—I am sure in taking in the opium on board the *Melita* that none of the packing came out of the boxes. When we were filling with water the supercargoes said it was too bad that the cargo should be lost. I have never had any dispute with the Captain except once when he told me to heave the lead, or hold the light or do something of that kind.

To the Court:—When I was nailing down the boxes, the paper inside gave me no idea of what the contents were. The opium was abaft the main hatch. The paper was forward. Most of the opium should have been hoisted out on deck to get at the ballast. If it was the ballast forward, it would not have had to be moved. The ballast was right fore-and-aft. On the 30th we saved nothing but the wheel and a barrel of flour. I don't know whether we were within hailing distance of the *Isis*, but we could always signal her.

To Capt. Wilkinson:—She kept to her own draught all the time.

To the Court:—I endorsed the orders because the dates were different from those on which I received the cargo.

J. Harvey, Mate of the *Emily Jane*, receiving ship, said:—I remember some of Tong Fat's men coming on board about the 8th March to examine opium. It was examined and weighed on that day. The chop was put on it and it was sewn in gunny and put in the hold. On the 14th I delivered forty chests. These forty chests were perfect. On the following day I delivered three chests to the same men. Those were packed in the same way. They were a portion of the other lot. I am sure that none of those forty-three chests were packed in paper up to the time that they were delivered. They went over the ship's side bare. I have been mate for eighteen months. I knew that this opium was to be transhipped. I have never known opium go over the ship's side in that state for the purpose of transhipment. It was not regular.

To Mr. Cooper:—My duty was to attend to the delivery, to the sealing, &c., of the opium and the general duty of the ship. I have got no perquisites. I do not get the gunny bags. I don't always ask where the opium is going to. Wherever a Chinaman takes the opium, he need not get the gunny unless he likes.

To the Court:—It was in a foreign, covered cargo-boat that they came for the opium on the first day. On the second day it was a small boat which came. The cargo-boat belonged to Byrne & Co. It was marked B. & Co. and bore a flag. The boat which came on the second day was a small one. When the chests are unpacked, we repack them with the packing they contained before. It was at about 1.30 P.M. on the 15th that the cargo-boat came. It was on the forenoon of the second day that the small boat came. It was raining on both days. We put the opium into a small boat although it was raining, covering it over. I was present when the 40 packages were packed. It is a part of my duty to see the balls emptied out and re-packed. Coolies do it under our supervision. There is enough packing put in to prevent the opium from rattling about. In passing 40 or 50 chests along the deck, a trace of the packing would remain on the mats which are put down to protect the decks. We can hardly reclose chests so closely as they were in the first place; there may be a slight opening in the joints.

To Mr. Kahn:—I have the numbers of the chests delivered.

Yang-tzu-how, Collector of Opium Taxes, examined, states:—The war tax is purely voluntary, but is at the same time binding. If one merchant did not pay the others would of course complain. It is a point of honor amongst the merchants at Shanghai. As to the merchants at other places I am not informed. The mark on box No. 2 cannot have been made earlier than the 8th month of the 10th year of Hien Fêng, that on box No. 1 must have been stamped between the 8th and 10th months of the same year, and that on No. 3 is the stamp used at present.

Fred. Ward duly sworn states.—I have been chief mate of the *Lady Hayes* for two years. I was not chief mate of a receiving ship before, but was second mate of the same ship for one year and half before. In the month of March last I weighed the chests bought by a broker and delivered to Tong Fat. These were a portion of a larger lot, at the examination of which I was present. I weighed them myself. These chests were packed in the usual way with the material commonly used, but possibly not so neatly packed as usual.

To the Court.—We weigh a chest at a time, and then hand the opium over to the buyer who packs it.

To Mr. Myburgh.—None of the opium was packed in paper. I have never seen a chest of opium packed in paper since I have been on board the *Lady Hayes*. Had such been the case I must have known of it. I or the Quarter-master am always present when the chop is put on. I think it was on the 16th the chests were delivered. The Customs stamp is dated the 15th and the chests were delivered between 9 and 10 A.M.

To the Court:—I don't recollect how many chests were in the larger lot. There were two orders, one for six chests and the other for four. It might have been as late as 9.30 when the chests were delivered.

To Mr. Myburgh:—The chests went over the ship's side without mats or gunny, and the chops were intact. To the best of my recollection, the boat in which the opium was received was an ordinary foreign cargo boat. Native cargo boats never come alongside.

Cross-examined by Mr. Cooper:—The boxes leaving the vessel without gunny did not create any surprise. It is the ordinary mode when Chinese are buyers, unless by special request. When taken for Shanghai consumption opium is always delivered without gunny. When the opium is bought by natives for re-exportation the transaction is generally left in the hands of the Captain of the Receiving Ship. In this case I should not have known that the opium was for trans-shipment but that I saw Messrs. Pustau & Co.'s name on the permit. I don't recollect a case of Chinese sending opium to non-open ports without gunny. I have expressed my conviction that the affair was a swindle, or at least that there was a swindle somewhere. We have shipped about 300 chests for Newchwang, gunnied, for Tok Sing. I am confident that it was on the 16th the opium was delivered. We have a book containing an account of the quantity of opium on board belonging to each hong. I always count the chests on deck myself. The entries in the first rough book are always made in the evening of the day of delivery. The second book is made up only once a week or once a fortnight. I file the order at the time as a check. I sometimes do not enter the deliveries until the morning after. I may have let the entries stand over for two days. Sometimes orders do not come, and delay ensues. I believe I could prove that on the day in question there was no delay.

A. J. Bronsen, Pilot of the *Isis*, being duly sworn, states:—I have been a pilot at Newchwang since May 1862. I remember the 30th March last. On that day I put down a buoy on the middle bank. One pilot (Mr. Smith) was sent on board the schooner *Melita*, while I went on board the *Isis*. The *Melita* was in shoal water, and it was ebb tide. Captain Barker ought to have known better as he was at Newchwang before. He ought to have dropped out with the ebb. When we first saw him it was about 1 p.m., and when the pilot got aboard it must have been about 2.30. The tide ran out from 9 a.m. to about 3 p.m. There were about 11 or 12 vessels around the *Melita*, all of which, except the *Lazarine*, which was on shore, were in deep water. The *Isis* was about a cable and a half from the *Melita*. I got on board about 2.30 p.m. I thought my position bad, so I got underway and sailed to the Southward and Eastward, and got into good water. The *Isis* was drawing 9 feet. The *Melita* dropped out during the night into deeper water. I anchored at 12.30 a.m. I started with the first of the ebb, at a little after 9 p.m. When I anchored I was about half a mile from the *Melita*. The night was very clear. I steered by the *Melita's* light. I was disturbed about 4.30 a.m. by the mate, who told me that guns were firing. I did not get up until the second gun was fired. I then went on deck, and asked what was the matter. A voice answered "We are sinking." I did not think a ship could sink in such calm weather. I thought a pilot-boat was in distress. The mate and four hands got into a boat and went in the direction of the voice. In a short time a large boat laden with cabin stores came alongside. There were a white man and four Malays aboard. I asked what was the matter. They said the schooner was making water very rapidly. The things were put on board, and shortly the boat came back with more cabin stores. The Captain of the *Isis* then went in the *Melita's* boat to the *Melita*, and while he was away, the *Isis's* boat came alongside with more cabin stores. I asked the mate of the *Isis* whether there was any danger of the *Melita* sinking. He said he thought not. It was then foggy, but after a few minutes the fog cleared up, and I saw the *Melita* about 200 yards off. I told the Mate to bring the Captain on board. Captain Barker with his whole crew, one excepted, came in our boat and his own aboard our ship. Capt. Barker said, it was very hard to lose a ship in that way. I told him I saw no reason why the ship should have been lost. He said there was a great deal of water in her and they could not keep the pumps free. The pilot of the *Melita* asked for my boat to send to Newchwang for assistance. I lent him my boat, and he went to Newchwang. After he had gone away, I asked Barker what cargo was in the ship. He said "Opium—we threw thirty chests overboard to lighten the ship." I said "Opium does not spoil by wet." He said "oh yes, that was mean, miserable trash any how." He also said that he had never seen chests so badly made. The Captain said if I would guarantee that no harm would come to his ship, he would allow me to take her alongside. I agreed, and we both went to Capt. Barker and offered. His answer was—No, I have made my arrangements. I then said "Captain Barker, you have no right to lose that ship, she wont sink yet a while. We shall have time to save all the things." He replied "I have made my arrangements. She had better all go together and make no humbug." We spoke first before breakfast, and again after breakfast. After a time I went up to him again, and said "Barker, that ship's an eye-sore to you." He replied "Yes, God damn her, I wish she would sink." I said "I dont think she will sink to oblige you." Afterwards I said there had not been sea enough to sink her. He replied that it was an old injury in the ship and that could not be cured. After the Captain had gone off to the *Melita* with his crew, I asked a well-dressed Chinaman who remained behind, whether none of the cargo could be saved. He replied that that belonged Captain Barker. Captain Barker returned to the *Isis* for some things and I then said "Barker, she is not sinking for you yet." My Captain added "I think you might get her up to town." He said, she will never get up to town." Captain Barker returned to the *Isis* with the crew. I took my ship up to town shortly afterwards; that was the last I saw of her until she was under water.

To Mr. Myburgh:—If I had been in her I should have got her piece by piece over the west bank to town. In the position the *Melita* was, the flood would have carried him over the bank. The boat of the *Melita* could have carried 30 chests of opium easily. I saw the Captain of another vessel go on board of her, with a pilot. I remember seeing several boatmen on board the *Melita*. One of the boats belonged to me. I saw and spoke to the boatmen while wrecking her. They were fishermen by trade. It was about the end of April. My head man afterwards told me they had taken six peculs to the vice-consul. I had previously told him that if anything was found, it had to be taken to the consulate. This old head-man and two of the boatmen who were on board the *Melita* are now down here.

To Mr. Cooper:—I am not acquainted with any celebrated wreckers at Newchwang. I came from the Southern States to Shanghai, viâ Foochow and Amoy. I left Amoy because starvation drove me out. I made one deposition before the underwriter's agents. I made a deposition at the consulate to Mr. Forbes, but not to the consul.

(Mr. Myburgh objected very strongly to Mr. Cooper's question, referring to a deposition of this nature. It was not admissable as evidence. Mr. Cooper contended that it was as admissable as others which had been accepted.) I swear I never said that the *Melita* had seven feet of water in her and was pounding the bottom. (Mr. Cooper said he would be able to show that the witness had made a statement directly contradicting his evidence. Mr. Myburgh handed in witness's deposition for the satisfaction of the court, and said that it would be found to coincide with the evidence. The Court, after reading it, said that it considered the two statements tallied with a few trifling exceptions.) I cannot recollect the mate saying that she had seven feet of water. He said she was leaking. It was the mate of the *Isis* who said that she was in no danger. I believed that he had not dropped out, but as soon as I took bearings, I found that she had dropped out a little. I was in a bad humour when I was speaking to Barker. I said to him that the opium would not spoil. I undertook to take a ship in in a thick fog and to anchor in shoal water. It came on to blow and I had to put her high and dry to save her from bumping. I cannot say when it was I saw the proclamation about the cargo up. The consul told me it was up. I never examined the opium. I found a few balls lying in a box in my kitchen, and told the head man to take it to the consul at once. I swear I did not bring out any opium to show to the master of the *Isis* which the master said came from the *Melita*. I did not say that the opium was spoilt by salt water. The master of the *Isis* may have seen it in my house as he had the run of it. It was not in my house, it was in my kitchen. I know Mr. C. J. Pattenback (?). I saw him very lately in Newchwang. I do not know that he has any evil opinion of me. I have no partnership, neither with the boatmen nor any one else. They were down fishing and saw the wreck of the *Melita*. I never paid enough attention to the opium to notice when it first came to any house. I had just taken a ship out when I saw the boat near the ship. I should think there may have been about a dozen balls of opium in my kitchen—not a score. They said they had no more. Between the time of the wreck and finding the balls, I had worked five ships.

(Mr. Cooper, producing some opium, asked whether witness thought the balls in his kitchen were like them. He replied no, the latter were bigger.) I have never heard of a substitute for opium before, except that the mate of the *Antelope* told me he had to take two balls back which turned out to be mud. I made the deposition before Mr. Knight at his request, at the end of a conversation on the subject. I was very unwilling to come down. I had nothing to do with the purchase of the wreck. I have no interest in the boat. It belongs to my head man. My proposition to Captain Barker was made after the *Isis's* boat had gone to town for a pilot boat. The crew of the boat got ten dollars for filling up. The Captain of the *Isis* said he should like the wheel of the *Melita*, and would give his crew ten dollars if the Captain would give it to him.

Fo Yuen-chung, an employé of the junk office, said the office was on board a boat. I keep account of goods that come to be stamped. After the tax has been paid in the office the goods have to come to my place to get stamped. A paper is given by the office which has to be brought to me. I remember some opium having come from Tong Fat to be stamped. On the 14th I stamped 40 chests. On the 16th I received 40 chests more. It was my clerk who kept an account of them, and I am quite sure he made no mistake. The opium came alongside the junk on the 14th, in one boat: on the second day it came in two boats. I have not had any conversation with Tong Fat on the subject. The stamp was put on with a brush. The stamp on one of the boxes in court is mine, the others are not. The opium came in a large cargo boat with no cover and no masts. There were two boatmen in her. There were two men sent by Tong Fat also. Their names were Chin Ka-chi and Tsai-a-chiu. I know them very well. My servants stamped them. One of the men brought some papers on board my junk, the other remained in the boat. It was about 11 o'clock. It was not raining nor did it rain at all that day or the next (7th and 8th days of the second month.) The large quantity of opium which came on that day being unusual, I remember the time well. Two boats came to me on the 8th day. One contained 27 chests and one 13. The same men came with them.

Yung-chung-ling said:—I come from Newchwang. I keep a small boat. It belongs to three people more. Sing-chu, Ying-wang and Ting-jau own it with me. Sing-chu does not work in the boat. He lives at Mr. Bronsen's house. He is in his employ. Some time after the wreck of an English vessel, I was out, and on the second day of being out, I saw the wreck. The masts could not be seen. I did not see the hull. I saw the wreck of the vessel as the tide ebbed. I then saw part of the hull. I went on board but could not get below. I had a small bamboo and prodded the cargo. I felt some opium. I got up six boxes altogether. One was quite empty and five were partly empty. I got sixteen pieces of something in the empty chest. I don't know what they were. I don't know whether they were opium. We were half a day working at it. We had to leave in consequence of the tide rising. There was a hook attached to my bamboo. All the chests were broken. After leaving the ship we went up to Newchwang and gave the chests to the consul. He said to bring whatever was saved to him. Sing-chu came from the house where he lived to the boat when we came up. He went with us to the consul. We took six chests to the consulate. We all went to the consulate. We stopped nowhere but went straight from the wreck to the consulate. I have seen the four boxes in Court. Those are the boxes I took to the consulate. I don't know what the Consul has done with the other two. There was no wrapping on them when taken out of the wreck. I did not lose sight of them until they were delivered at the consulate. On that day there were four men on board our boat. We had our assistant, whom we called Li, in the boat. I don't know his name. We put the bamboos in at the open hatch. I suppose that at high water there would be more than ten feet of water over the wreck. The only things we saw floating about, were little bits of wreck. We saw no goods. We took no papers up to the consulate.

Wang-ta-kong said:—I live at Newchwang. I work on board a small boat of which I am part owner with two others. The fourth has only to steer the boat. I remember being out fishing in April. We saw the wreck of a foreign vessel: we went to the vessel. We could not see the hull. There was a piece of the mast sticking up. The water fell when we were alongside the vessel perhaps about seven feet. We did not then see anything but the mast. We made fast our boat to the mast. We put a plank on from the boat to the top of the mast, put hooks on bamboos and got up six boxes, one empty. When the tide rose we went away. It was very troublesome work to get up the boxes. We went up straight to Newchwang. The consul issued a notification that everything saved was to be brought to the consulate. Accordingly we hailed our partner Chu and we brought the six boxes up to the consulate. The whole lot of us went up to the consulate. The boxes on the lobby are four of them. We had two bamboos with hooks to lift the boxes. The hooks were small and the opium was all wet. There was no paper picked up.

Chu-shung said:—Mr. Bronsen employed me to do everything he wanted. I am part owner of a fishing boat. At the end of April I recollect that the boat went on a fishing expedition. I did not go in her. The boat was away for three days. They sent for me on the third day. I was in Mr. Bronsen's house. Six boxes were taken out of the boat. All six were taken to the consulate. I have seen the boxes on the lobby. They were four of the boxes taken to the consulate. They were all sodden with water. I can't recollect the precise date. I had spoken to the Consul two or three days before the chests were brought to the consulate; he said that all cargo found was to be brought to the consulate. I took up six chests to him. Although one was empty I took it, as I wanted to take everything that came from the wreck to the Consul. I took 12 of the loose balls and brought them into the house only while I was taking off a fur jacket, previous to going on. Mr. Bronsen saw them there, and he said, quick, quick, take them away to the consulate.

Mr. Bronsen was called in and said that he saw some of these balls of opium in a wine box in the kitchen. He should say this was about two days after witness had made the statement that he had saved some opium and taken it to the consulate to him. It might be another day. He believed now that it was half an hour before.

(August 13th.)

Mr. Myburgh rose to address the Court for the defendants. He dwelt on the well known accuracy and probity of the masters and officers of receiving ships—attributes which enhanced the value of the evidence given by them. Opium taken from these ships is packed, nailed down and labelled in the presence of the buyer. The opium therefore when it left the receiving ships was in good order. Unfortunately for Tong Fat's case, all the attempts made to prove the direct transmission of the opium from the ships to the schooner, broke down completely. The mate in making the endorsements acted with very great prudence, and would not have done anything so unusual unless there had been something remarkable in the dates of the orders, as compared with the time of trans-shipment. Then the statement made by the mate, as to the state of the chests, corresponds exactly with what Captain Bennett gave as the result of his examination. It was manifest that the most remarkable agreement existed between the stories told by Captain Bennett, by the mate and by those who saw the so-called opium at Newchwang, while the contents of the chests brought into court fully bore out the assertions of each and all. If then the circumstances of the wreck be taken into consideration, it will be abundantly evident that, to say the least, an extraordinary want of prudence was displayed, and that while the Captain was unquestionably guilty of losing the ship, Tong Fat is clearly pointed out as an accomplice. No attempt was made to get the vessel out of her dangerous situation, while it was proved that to do so before there was any risk of thumping, would have been extremely easy. Moreover, she might have been saved, according to Bronsen's evidence, and carried over the bank within an hour after she first floated. The conduct of the Captain was only to be accounted for on the supposition that the fate of the ship had been decided—with a cargo supposed to be worth Taels 60,000 on board, he makes no attempt to save any portion of it, does not endeavour to obtain assistance, although several vessels were lying close to him, and waits until midnight before he makes any signal of distress. It is true the men were kept working at the pumps, but if they had not, suspicion would at once have fallen on the Captain. Besides, it must be noted that the Opium might have been carried forward if there had been any object in keeping it safe and dry. But the order was given to throw the cargo overboard, and to neglect the paper, selecting only the opium for destruction. Then again, it was rather an extraordinary circumstance that whereas Captain Barker was in the very act of throwing so large a quantity of opium overboard, yet at the same time he gave the most stringent orders that every precaution should be taken to prevent the sailors from stealing any of the balls. With a Chinese crew it might be pleaded that he was afraid of their indulgence in opium preventing them from working the ship properly, but then the crew were Malay and not Chinese, and no evil effects could have been anticipated unless indeed the preservation and subsequent production of some of the spurious drug. The Captain's refusal to allow the *Isis* to come alongside or afford assistance was sufficient to prove the intention which existed to sink the ship. And not only this, but early in the day while she might have been saved, the Captain goes on board, and, lest any attempt to save her should by accident prove successful, he takes away the wheel, thus leaving her perfectly helpless. As to the salvage of the opium, the boatmen explained fully how it was saved. The discrepancy in the assertions as to the number of chests may easily be accounted for. Although Consul Gardiner speaks of four chests, and the men of six, it is easy to imagine that where the boxes were so badly broken, the contents of two might have been emptied into the remaining four. The boatmen had no inducement to tamper with the opium. Had they been roguishly inclined, and the opium was really good, they would have taken it, and held their tongues. As to the complicity of Tong Fat, the mate of the *Melita* states that on March 14th and 15th, a Chinaman whom he thinks was Tong Fat, came on board, and was for a long time closeted with the Captain. Very much stress is laid on the anxiety manifested by Tong Fat to retain the Captain in Shanghai. But that proves nothing, for if the Captain had remained he would have been so involved as to have been perfectly powerless. The attention of the Court should be directed to the discrepancy between the statement of the mate of the *Emily Jane*, who asserts that on March 14th a foreign cargo boat marked B. & Co. took forty chests of opium. Now the Chinese witnesses say that the boat they employed was a native ferry boat. We must admire Tong Fat's noble sentiments as to the payment of taxes, but it is also necessary to remark that in the case of the opium which he shipped on board the *Martaban*, he did not carry out his principles. The payment of the war tax was a mere pretext, under cover of which he was enabled to land and tamper with the opium. Not only did he pay the tax on the chests shipped by himself, but he also patriotically paid it on those chests which, as belonging to a foreign house, would otherwise have been exempt. There could be no doubt as to the collusion and attempted fraud. But even were such a thing possible as that Tong Fat should be exonerated from this charge, a judgment in favor of the Defendants was necessitated by the breach of warranty.

Mr. Myburgh then cited several passages in support of his views on the question of warranty.

Mr. Cooper, for the plaintiff, made a long and effective speech, which, however, owing to the position selected for the reporters' table, was almost inaudible to any one in the body of the Court. He denounced the attempt of the Defendants as a most unprincipled and baseless attack on his client who for some twelve years had been considered an upright and honorable man. Passing the evidence in review, Mr. Cooper endeavoured to show how contradictory were the statements made on the side of the defendants. The insolvency of Tong Fat and the want of principle on the Captain's part were assumed, but for neither was any proof adduced. Then it was positively stated that the chests were taken into the city before trans-shipment, that the Newchwang market would have been glutted by so large a quantity of the drug and that the dates were unreconcilable. But every one of these assertions were simple suspicions magnified into facts, and not only unsupported but contradicted by the evidence.

We regret that we are unable to give more than the heads of Mr. Cooper's speech, a result which followed from the inconvenient room in which the Consular Court is at present held, and the consequent impossibility of catching more than "a word here and there."

The Court retired, and after a short consultation delivered the following judgment:—

"After careful consideration of the evidence elicited in the long investigation of this case, the Court can come to no other conclusion than that the *Melita* and her cargo were lost by the master wilfully and fraudulently and with the collusion of the owner or his servants. The Court cannot reconcile with a different opinion the following facts: *Firstly*, that the chests of opium were not shipped on board the *Melita* in the condition in which they were taken from the Receiving Ships, one or more having been opened and their contents interfered with: *Secondly*, that the Captain of the *Melita* made no effort to save the cargo, or any portion of it, although ample means for doing so were within his reach, but threw a part overboard and deliberately abandoned the rest. The vessel took the ground at midday in fine weather with several other ships close at hand, two of whom offered their assistance, but though thirty-five hours elapsed between the time of grounding and sinking, and the Captain removed his own stores and effects, not a single package of the alleged valuable cargo was saved. The above facts taken together with the subsequent recovery of spurious opium from the wreck, and other circumstances that appear in the evidence, form a chain of direct and circumstantial evidence so unfavorable to the plaintiff as to leave this Court no alternative but to give Judgment for the defendants on the ground of fraud."

When the above decision was announced, Mr. Cooper asked the Court whether they considered that collusion between Tong Fat and Captain Barker was proved. The Court replied in the affirmative, but declined to states the ground on which they had arrived at the opinion.

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6fe-65 492 13th Aug., 1864.

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31de 318 Dec. 24 1863.

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THE Undersigned, having been assured of the support of the Imperial and Consular Authorities, give notice that they do not hold the interests they represent responsible for any damage done by their steamers to vessels lying in the fair way, as defined by the Harbour Master, or within the berth at their buoys.

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tf 209 Shanghai, August 28th, 1863.

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GABRIEL.

MESSRS. GABRIEL ON THE LOSS AND RESTORATION OF THE TEETH.

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THIS is a new edition of a work already highly popular, and as a treatise on the teeth, which every body can understand, should be in the hands of all who desire to possess one of the greatest beauties of the face, and one of the most necessary set of organs to the health and comfort of the body—a good set of teeth. As mastication is the most important operation of, and one of the most conducive to, perfect digestion, and as both nutrition and health depend on the proper performance of that function, the necessity of having good and effective teeth becomes, to every one who consults his health, a matter of paramount importance. Among the practical benefactors to the science of Dentistry the Messrs. GABRIEL and entitled to take high ground, not only for the service they have so long rendered to so large a portion of society as established practitioners, but for the numerous inventions and practical improvements they have effected in theory and manipulation of their art, especially in the patent *Osteo Eidon* and *coralite gums*, and indestructible mineral teeth, which, in point of beauty and durability, are unsurpassed, remaining unchanged for years, and known, indeed, to outlast several sets of artificial teeth. A strong confirmatory proof of the efficacy of Messrs. GABRIEL's patented teeth will be found in the above treatise, in a certificate from professor Pepper, of the Polytechnic, on their texture, power of resistance, and chemical purity. *From the "Era" of January 2nd, 1864.—As may be seen by reference to our advertising columns, Messrs. Gabriel supply Artificial Teeth on their patented system irrespective of distance or climate.*

NOTICE.

HIS Excellency the Governor of Nagasaki having conferred with the members of the Consular Corps at this port hereby notifies the Masters of Ships that at the entrance of the bay of Nagasaki their vessels will be examined by a body of Sanitary Commissioners consisting of a physician and Japanese officers. The Commissioner's boat will fly a yellow flag as a sign of distinction. In proceeding on their way into the bay the masters will have to give satisfactory answers to the questions addressed to them.

On their declaration that no cases of sickness likely to endanger the public health exist on board they will at once receive a free Bill of health and they can come to the usual anchorage.

In the contrary case they will receive instructions from the Commissioners to anchor at the head of the harbor, the limits of which will be indicated by the presence of a Japanese boat flying also a yellow flag

In that case information will be sent to th Consul of the nation to which the vessel belongs and the master will have to await his instructions without holding intercourse with anybody.

On the discovery of a false declaration having been made to the Commissioners, the master who had come to the ordinary anchorage will be ordered to return to the limit indicated with the request to conform to the rule. This makes him liable to a fine fixed according to the importance of the case.

27au 461 Nagasaki, July 1864.

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15oc 411 London, 26th Feby., 1864.

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NOTICE is hereby given that share No. 92, held by Messrs. DALLAS PEARSON & Co. and No. 115 held by Messrs. MAITLAND MACLEAN & Co., are in the hands of the Company for Sale, and tenders for purchase of same will be received by the undersigned until 31st August, 1864.

By order of the Directors,

J. S. MACKINTOSH,
Secretary.

tf 482 Shanghai, 27th July, 1864.

UNION DISPENSARY.

THE Undersigned begs to inform the community of Shanghai and Captains of Ships visiting this Port, that he has established himself as *Apothecary* in the above DISPENSARY.

G. MARTIN,
Apothecary.
Rue du Consulat,

tf 116 Shanghai. 1st May, 1863.

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To guard against frauds, consumers of C. & B.'s Preparations should purchase only from those dealers on whom they can fully rely; and should be particular to have all bottles and jars destroyed when empty, and the labels defaced. Every article sent from the Manufactory, bears on its label the address,

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MESSRS. JOHN PENN & SON of Greenwine the principal manufacturers of Marine Engines to the British & Foreign Governments, having appointed me their Agent in Shanghai, I am prepared to receive orders for the supply of Engines from that eminent firm delivered in the docks ready for shipment. Messrs. PENN & SON will also undertake to supply Ships and Engines complete, the former to be constructed at one of the first Ship Building yards on the Thames.

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tf 33 Shanghai, 23rd January, 1863.

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THE Undersigned having a supply of PILES, TIMBER and other material suitable for Wharf-building, a Steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN.
Hong-que, house adjoining HEARD & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

OSTEOEIDON.

PATENT, MARCH 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for warm climates.

MESSRS. GABRIEL,
THE OLD ESTABLISHED
DENTISTS,
Diploma 1815.
27, HARTLEY STREET, CAVENDISH SQUARE
and
34, LUDGATE HILL (over BENSON'S) LONDON
LIVERPOOL: 134, DUKE STREET.
BIRMINGHAM: 65, NEW STREET.

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIQUE, for restoring and preserving the Teeth, 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

GABRIEL's Practical Treatise, on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

26ma-65 389 March 26th, 1864

SHIPPING INTELLIGENCE.

ARRIVALS

Date	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo	Consignees.
Aug 11	Tasso	B. bark	264	Halmwood	Ningpo	Aug 10	Ballast	Angel and Co
.. 11	Avondhu	B bark	327		do	.. 10	do	Order
.. 11	Nanking	B. str.	419	Morrison	Chefoo	.. 9	General	Trautmann and Co
.. 12	Kiangse	A. str	547	Simmons	Ningpo	.. 11		Russell and Co
.. 12	Pearl	B. schr	162	Warland	do	.. 11	[illegible]	Smith, Kennedy and Co
.. 13	Sophie	Han. bk	156	Gerdsen	Hongkong	.. 3	Rice	Kunst, Röhl and Co
.. 13	Cleveland	B. bark	466	Bannister	Shields	Apr 4	Coals	Bourjau, Hubener & Co
.. 13	Sea Queen	B. bark		de Souza	Amoy	Aug 5	General	Engwat and Co
.. 13	Carthage	B. str.	500	Thomson	H'kong & N'po	.. 12	do	Jardine, Matheson & Co
.. 13	Fire Dart	A. str.	420	Armstrong	Ningpo	.. 12		Augustine Heard and Co
.. 13	Pluto Tug	B. str.		Preble				Lindsay and Co
.. 14	Foh-kien	Pru bk	280	Schutt	Hongkong	.. 4	do	Wm. Pustau and Co
.. 14	Catalpa	A. bark	240	Stevens	Nagasaki		do	Allen and Co
.. 15	Pembrokeshire	B ship	720	Hemsworth	Cardiff	Apr 8	Coals	Order
.. 15	Tory	B. bark	451	Barroe	Singapore	July 15	General	Cama and Co
.. 15	Express	Br str	290	Castilla	Hankow	Aug 13	do	Jardine, Matheson & Co
.. 15	City of Nantes	B. str	204	Gibson	Chefoo & T'sin	.. 10	Cotton	Dow and Co
.. 15	Fire Dart	Am str	420	Armstrong	Ningpo	.. 14		Augustine Heard and Co
.. 15	Kiangse	A. str.	547	Simmons	do			Russell and Co
.. 15	Whampoa	B. str.	115	Batten	do			David Sassoon Sons & Co
.. 15	Tun-sin	B. str.	600	Rowe	Hankow			Geo. Barnet and Co
.. 15	Moyune	A. str.		Briggs	do			Fletcher and Co
.. 15	Kiang-loong	A. str.	945	West	do			Augustine Heard and Co
.. 15	Kiu-kiang	B. str.		Taylor	do			Olyphant and Co
.. 15	Fei-ma	B. str.	121	Buckland	Ningpo			Moses and Co
.. 16	Shoory-leen	B str.	450	Mann	Yokohama	.. 10	General	Dow and Co
.. 16	Chusan	B str.		Shaw	T'sin & Chefoo	.. 14	do	Fletcher and Co
.. 16	Emperor	B. str	166	Todd	Ningpo	.. 15	do	Jarvie, Thorburn and Co
.. 16	Solomon Family	B. ship	760	Solomon	Fuchau	.. 5	Poles	Order
.. 16	Harmonie	Da. sch	143	Jargensen	Taku	.. 3	Rice	Order
.. 17	Vebella	Ha sch	153	Mathewson	Tientsin	July 12	Cotton	
.. 17	Her Majesty	B. ship	1112	Seymour	Calcutta	.. 6	Rice	Gibb, Livingston and Co
.. 17	Aerolite	B. ship	911	Alleyne	Sydney	.. 5	Coals	Frazar and Co
.. 17	Kiangse	A. str	547	Simmons	Ningpo	Aug 16		Russell and Co
.. 17	Alire	B bark		Rowe	Singapore		Wood	H. B. Cama and Co
.. 18	Podesta	Ha. bk	389	Angelbeck	Swatow	.. 11	Sugar	Siemssen and Co
.. 18	Cobang	B bark		Ackers	Ningpo		Ballast	A. R. Tilby and Co
.. 18	Courier	B. bark	361	Gross	Hongkong	.. 11	Rice	Geo. Barnet and Co
.. 18	Oriflamme	A. str.			do	.. 12	General	Russell and Co
.. 18	Mona	B. str.	542	Bowra	do	.. 12	do	Gibb, Livingston and Co
.. 18	Poyang	A. str.	827	Blanchard	Hankow	.. 13	do	Olyphant and Co
.. 18	Fire Dart	A. str	420	Armstrong	Ningpo	.. 17		Augustine Heard and Co
.. 18	Whampoa	B. str	115	Batten	do	.. 17		David Sassoon Sons & Co
.. 18	Elgin	B. str.	876	Beal	Yokohama	.. 10	Ballast	Smith, Kennedy and Co

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Despatched by
Aug 12	Berlin	Pru. bg	159	Savory	Nagasaki	Ballast	Russell and Co
.. 12	Fei-ma	B. str	121	Buckland	Ningpo	do	Moses and Co
.. 12	Kiangse	A. str	547	Simmons	do	Re-expts.	Russell and Co
.. 13	Wokee	B. str	411	Orkney	H'kow & Ports		Dow and Co
.. 13	Camilla	B. bark	508	Jeffrey	Hankow	Ballast	Dow and Co
.. 13	Cathay	B. bark	560	Gibbon	Fuchau	do	Russell and Co
.. 13	Zodiac	B. bark	375	Hopkins	London	Tea	Lindsay and Co
.. 13	Manila	H.M.S			Taku, &c.		
.. 13	Mary	B brig	211	Parsons	New York	Tea, &c	Frazar and Co
.. 13	Orion	A. ship	1293	Whiting	Fuchau	C'ton, &c	Russell and Co
.. 13	Delaware	A. bark	325	Gregg	S-F'co & K'wa	Stores	Frazar and Co
.. 13	Ganges	B. str	742	Bernard	Yokohama	Sun., &c	E. Warden, Agent P. and O. Co
.. 13	Argus	B. str	161	Curran	do	do	Shaw, Brothers and Co
.. 13	Fire Dart	A. str	420	Armstrong	Ningpo	Ballast	Augustine Heard and Co
.. 13	Emperor	B. str.	106	Todd	do	Sundries	Jarvie, Thorburn and Co
.. 13	Shanse	A str.	1006	Perkins	H'kow & Ports		Russell and Co
.. 13	Bessie Searight	Ha. bg	130	Timm	Chefoo	Re-expts.	Kunst, Röhl and Co
.. 15	Rona	B str	784	Hutchinson	H'kow & Ports		Jardine, Matheson and Co
.. 15	Vampyr	Pru.sch	122	Noelke	Newchwang	do	Wm. Pustau and Co
.. 15	Whampoa	Br str	115	Batten	Ningpo	do	David Sassoon, Sons and Co
.. 15	Kiangse	A. str	547	Simmons	do	Treasure	Russell and Co
.. 16	Tun-sin	B. str	600	Rowe	Hankow	Original	Geo. Barnet and Co
.. 16	Fire Dart	A. str.	420	Armstrong	Ningpo	Opi., &c	Augustine Heard and Co
.. 16	Fei-ma	B. str.	121	Buckland	do	Ballast	Moses and Co
.. 16	Ta-Yung	B. str	124	Watkins	Fuchau	do	Russell and Co
.. 16	Eduard	Bre.sch	159	Kolster	Tientsin	Re-expts.	Rehhoff, Vale and Co
.. 16	Margaret Campbell	B. schr	132	Pill	Nagasaki	do	Newbery, Elliot and Co
.. 17	Kiangse	A. str.	547	Simmons	Ningpo	do	Russell and Co
.. 17	Hydaspe	Fr str	620	Armstrong	Hongkong *	Tea, &c	Messageries Imperiales
.. 17	Confucius	Chi. str		[illegible]			
.. 17	Fusi-Yama	B str.	2000	McQueen	Hankow		Dent and Co
.. 17	Borman	B. bark	319	Walker	Fuchau	Ballast	Chapman, King and Co
.. 17	Fenella	B ship	465	Murray	Swatow	C'ton, &c	Fletcher and Co
.. 18	Bob Tail Nag	B schr	170	Aikins	Chefoo & T'sin	Ballast	A. R. Tilby and Co
.. 18	Moyune	A str.		Briggs	H'kow & Ports		Fletcher and Co
.. 18	Kiukiang	Am str		Taylor	do		Olyphant and Co
.. 18	Thomas Bell	B. ship	458	Gruzelier	Liverpool	Tea, &c	Turner and Co
.. 18	Fire Dart	A str	420	Armstrong	Ningpo	Opi., &c	Augustine Heard and Co
.. 18	Dovercourt	B. ship	551	Hught	Hankow	Re-expts.	A. Ellissen and Co

* With Mails.

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Walls		(Floating Hospital)		
Bethel				
Georgiana		Chinese ship	466	Lindsay and Co
Melbourne		British barque	594	Shaw, Brothers and Co
Ngapuhi		British ship	545	Harbor Master
Nimrod		British barque	262	H. I. M.'s Customs
Phillip I	Oakman	American barque	293	
Pons Ælie	Beaglehole	British barque	400	A. R. Tilby and Co
Rose				F. R. Gamwell
Samuel Stoddart				
Sea Horse				

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	63	Augustine Heard and Co
Defiance	Maddison	British steamer	111	A. R. Tilby and Co
Fei Tuen	Erickson			
Fokolin	Skene	British steamer	70	Captain Patridge
General Ward	Fuller	American steamer	70	Angel and Co
Hercules (Launched)		— steamer		Wheelock and Co
Little Orphan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parkes	American steamer		A. L. Freeman
Pinto	Preble	British steamer		Lindsay and Co
Powerful	Hoppe	Ham. steamer	50	Wm. Pustau and Co
Ya-Yung	Lawrence	British steamer	131	Shaw, Brothers and Co
Titan	Cockeram	British steamer		Smith, Kennedy and Co
Vulcan	Bunker	British steamer	150	Lindsay and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, AUGUST 20, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str.	63	Blanchard	H. Fogg and Co............		
Bo-Peep	June14	Chi. str	73	Cochran		*Laid up*	
Carthage	Aug 13	B. str.	500	Thomson	Jardine, Matheson and Co....	Hongkong	To-day
Che-poo-yuen	June17	B. str.	148	Watkins			
Chusan	Aug 16	B. str		Shaw	Fletcher and Co............		
City of Nantes	Aug 16	B. str.	204	Gibson	Dow and Co................		
Cricket	June 1	A. str.	81	McDonald		*Laid up*	
Dumbarton	Aug 10	B. str	..	Findlay	Gibb, Livingston and Co......	Hongkong	To-day
Elba	July 28	B str	174	Thomas	Smith, Kennedy and Co......	Yokohama	Early
Elgin	Aug 16	B. str	376	Beal	Smith, Kennedy and Co......	Hongkong	Early
Emperor	Aug 16	B. str.	106	Todd	Jarvie, Thorburn and Co		
Enterprise		A. str.	107	Draper	H. Fogg and Co............		
Express	Aug 14	Br str	200	Castilla	Jardine, Matheson and Co....	H'kow & Ports	21st inst
Faust		B. str.			Jardine, Matheson and Co....		
Firefly					Chinese Government		
Foh-kien	May 30	B. str	938	Johnson	Russell and Co	Repairs	
Grete		Pru. str		Hoffmann	Wm. Pustau and Co		
Island Queen	Aug 2	B. str.	129	Southerland	P. R. Gamwell		
Kiang-Tseng	Aug 12	A. str.	948	West	Augustine Heard and Co		
Little Mary	May 21	B. str			Leonard		
Mandarin	June27	B. str	93	Pilsen	J. H. Wignall and Co........		
Mercury	June28	B. str.		Boynton	Reid and Co................	Fuchau	Early
Moss	Aug 1	B. str	542	Bowra	Gibb, Livingston and Co......		
Monitor	July 2	A. str.		Friend	H. K. Drake and Co........	Nagasaki	To-day
Nanking	Aug 1	Br str	419	Morrison	Trautmann and Co..........	Chefoo&T'tsin	To-day
Nepaul	July 31	B. str.	541	Wilkinson	E. Warden, Agent P. and O. Co	Hongkong *	21st inst
Oriflamme	Aug 1	A. str.			Russell and Co	H'kow & Ports	21st inst
Pluto	Aug 12	B. str		Preble	Lindsay and Co		
Poushan	July 23	Chi. str		Hoare	Chinese		
Pootung	May 30	B. str	312	Burmeister	Byrne and Co..............	Dock	
Poyang	Aug 18	A. str.	827	Blanchard	Olyphant and Co............	H'kow & Ports	21d inst
Prince Kung	July 3	B. str.	130	Carr	Newbery, Elliot and Co......		
Promise	July 27	A. str.	590	Bain	Lindsay and Co		
Rose	June20	A. str					
Shandon	May 9	B. str.	114		Moses and Co		
Shoory-leen	Aug 16	B. str.	450	Mann	Dow and Co................	H'kow & Ports	To-day
Sycee	May 30	B. str	83		J. H. Wignall and Co		
Sze-chuen	Aug 11	A. str.	475	Spencer	Russell and Co	H'kow & Ports	To-day
Tah-wah	Feb 19	A. str.	145				
Tsatlee	Feb 19	A. str.	60	Lowell	Russell and Co		
Wan-Loong-Fei		B. str.	600	Robb	Geo. Barnet and Co		
Waratah	Feb 9	B. str.	250	Harris	Moses and Co..............		
Whampoa	Aug 18	B. str	420	Batten	David Sassoon, Sons and Co..	Ningpo	To-day
Willamette	July 21	Chi. str			P. Conklin		

44 *Steamers.*]

* With the Mails for Europe.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag Rig.	Tons	Captain.	Consignees.	Destination.	Intended despatch
A. M. Wilhelmine	July 17	Du. sch	260	Furemont	T. Kroes and Co............		
Abura	June28	B. schr					
Acolite	Aug 17	B. ship	1160	Alleyne	Frazar and Co..............		
Agincourt	Aug 2	B ship	794	Winchester	Gibb, Livingston and Co......		
Akindo	July 24	B. bark	369	Scott	Master	N'ki & H'dadi	Early
Alice	Aug 17	B. bark		Rowe	H. B. Cama and Co		
Alice Maud	Aug 4	B. bark	255	Kur	Order		
Altona	Aug 2	Da. bk	375		Oxford and Co..............		
Amelia	July 31	B. bark			Dow and Co	Yokohama	Imdt
Ariadne	July 14	B. bark	706	Barnes	Smith, Kennedy and Co......		
Ark	May 21	A bark	266	Luce	Augustine Heard and Co		
Aurelia	Aug 2	B. bark	525	Wilson	E. Warden, Agent P. and O. Co		
Avondhu	Aug 11	B. bark	327		Order		
Baron Kellner	Aug. 1	Aus. bk	381	Coltch	Olyphant and Co............		
Beemah	July 22	B ship	987	Johnson	Gilman and Co		
Belle		B. schr	115				
Benvenue	Aug 2	B bark	414	Reay	Nichol Latimer and Co		
Brilliant	Aug 5	Sia bk	300	Enziere	A. R. Tilby and Co..........		
C. of Yarborough	Aug 2	B. bark	397	Dumareeq	Order		
C. S. Lemon	May 30	B. ship	1092	Campbell	Turner and Co..............	Manila	cld 16 inst
Capiolani	Aug 3	B bark	540	Shill	Gibb, Livingston and Co......	London	Early
Carnival	Aug. 1	B. bark	598	Lay	Smith, Kennedy and Co......		
Castle	July 31	B. bk	375	Gottlieb	A. R. Tilby and Co..........		
Catalpa	Aug 15	A. bark	240	Stevens	Allen and Co		
Civita	July 30	Ha. bk	250	Lausen	Bourjau, Hübener and Co....		
Clara Babuyan	Aug 4	B. bark	357	Errington	Frazar and Co..............		
Claremont	July 8	B. ship	634	Mackintosh	Jardine, Matheson and Co....	London	Early
Cleveland	Aug 13	B. bark	466	Bannister	Bourjau, Hubener and Co....		
Cobang	Aug 18	B. bark		Ackers	A. R. Tilby and Co..........		
Coeur de Leon	July 31	B. bark	552	Forster	Order		
Codahux	July 31	B. ship	1256	Brady	Cama and Co		
Concurrent	July 16	Da. bk	239	Iwersen	Wm. Pustau and Co	Repairs	
Constance	Aug 4	B. bark	534	Smitin	Fletcher and Co............		
Coringa	Apr 21	B. ship	888	Hubbard	Olyphant and Co............		
Courier	Aug 18	B bark	361	Gross	Geo. Barnet and Co..........		
Daniel Webster		A. schr	77		(Pilot's cruising ground)		
David McIvor	June16	B. ship	868	Gare	Smith, Kennedy and Co......	Liverpool	Early
Delhi	Aug 3			Saunderson	Smith, Kennedy and Co......		
Denis Horton	Aug 9	B. bark	706	Mullen	Wm. Pustau and Co		
D. F. Weber, Sr.	Aug 5	Ha. sh	618	Lieth	Wm. Pustau and Co		
Edith Rose	July 18	A. bark		Wattington	Olyphant and Co............		
Ee-Lee	Aug. 1	Sia bk	300	Pounsbery	A. R. Tilby and Co..........		
Electra	July 30	B. ship	606	Woodgates	Johnson and Co		
Eda	Aug 6	Da. sch	143	Schmidt	Oxford and Co	Newchwang	cld 18 inst
Elizabeth	July 1	B. bark	442	Samson	A. R. Tilby and Co..........	Fuchau	To-day
Elizabeth	July 29	Swe. bk					
Emperor	July 4	B. bark	370	Edam	Johnson and Co	Yokohama	Early
Ettrick	Aug 10						
Express	Aug 4	Pru bk	200	Schnecker	Wm. Pustau and Co	Newchwang	Early
Falcon	Aug 7	B. bark	337	Backer	Dent and Co		
Fear Not	July 23	B bark	354	Cuthbert	Dow and Co................		
Finzel	July 22	B. bark	487	Murray	Dow and Co................	Liverpool	Early
Fiorella	July 28	A. ship	800	Peabody	Olyphant and Co............		
Foh-kien	Aug 11	Pru. bk	280	Schutt	Wm. Pustau and Co		
Fortuna	May 30	B. ship	695	Wharton	Jarvie, Thorburn and Co	Singapore	cld 18 inst
Geelong	Aug 3	B. bark	398	Todd	A. R. Tilby and Co..		
General Maslin	July 29	Fr. bk	300	Parnet	Vaucher, Frères............	Nagasaki	26th inst
General Morgan	Aug 20	A. schr	135	Phillips	Frazar and Co..............		
Glimpse	Aug 2	B. bark	488	Winding	Johnson and Co		
Halcyon		Re.cut.					
Harmonie	Aug 16	Da. sch	143	Jargensen	Order		
Her Majesty	Aug 17	B. ship	1112	Seymour	Gibb, Livingston and Co......		
Heros	Aug 3	B. bark	494	Hardmeyer	Oxford and Co..............		
J. Miller	Aug 10						
J. Stanton Junr	July 6	B. ship	724	Johns	Russell and Co		
Johann Anton	July 30	Ha. sch	136	Mollenhof	Lindsay and Co		
Joh. Chr. Simony	June 7	Da. bk	167	Koeford	A. Ellissen and Co..........		
John Banks	July 16	B. ship	640	Cobb	Fletcher and Co............	London	Early
Kate Hastings	Aug 8	B bark	458	Hombell			
Kungsan	June16	A. ship	450	Wills	Captain		
Lady McNaght'n	July 6	B. ship	570		Geo. Barnet and Co..........		
Leichardt	June28	B. ship	599	Gethine	Smith, Kennedy and Co......		
Leopoldine Bauer	June30	Aus. bk	454	Leucoritch	Siemssen and Co............		
M. of Londonderry	July 5	B. ship	809		Turner and Co..............	London	Early
Madagascar	July 4	Spa. bk	585	Giaga	Dow and Co................		
Magenta	Aug 19	A. ship	826	Janurin	Russell and Co		
Maggie McClean	Aug 4	B. bark		Stewart	Dow and Co................		
Maravi	Aug. 1	B. bark	439	Anderson	David Sassoon, Sons and Co..		
Mary Crocker	July 7	B. bark	573	Stuber	H. B. Cama and Co		
Mary Glover	Aug 2	A. bark	593	Hughes	Order		
Mathilde	Aug. 1	Da. bg	252	Gosau	Siemssen and Co............		
Mermaid	Aug 2	B. bark	461	Gibson	A. R. Tilby and Co..........		
Nabob	July 6	A. bark	535		Olyphant and Co............		
Napoleon III	June13	B. ship	780	Dobbie	Smith, Kennedy and Co......	London	Early
Nora Greame	Aug 2	B. ship	1001	Bake	Hogg Brothers..............		
Orion	Aug 5	Nor bk	302	Knudsen	Bourjau, Hübener and Co....		
Padang Pandjang	July 4	Du. bk	523	Kehling	T. Kroes and Co............		
Pallas	Aug 6	Bre. bk	490	Hartmann	Russell and Co		
Palawan	Aug 6	B. ship	694	Page	Lindsay and Co		
Patna	Aug. 1	B. bark	325	Lewis	Dent and Co		
Pearl	Aug 12	B schr	162	Warland	Smith, Kennedy and Co......		
Pembrokeshire	Aug 15	B. ship	720	Hemsworth	Order		
Podesta	Aug 18	Ha. bk	389	Angelbeck	Siemssen and Co............		
Prince of Wales	Aug 4	B. schr	238	Crebbie	Dow and Co	New York	Early
Prospero	July 30	M. bk	250	Schultz	Oxford and Co..............		
Providence	Aug 11	B. bark	316	Lee	Dow and Co................	Liverpool	Early
Queen of Nations	July 22	B. ship	846	Mitchell	Smith, Kennedy and Co......		
Queen of the East	July 31	B. ship	851	Rees	Smith, Kennedy and Co......		
Queen of the Ocean	July 23	B ship	674	Ellison	Order		
Quivive		B. schr	105	Brown	David Sassoon, Sons and Co..		
Rapid	June25	Sia. bk	429	Carlos	A. R. Tilby and Co..........		
Recife	July 31	B. bark	481	Douglas	Blain, Tate and Co..........		
Rella	July 3	B brig	144	Roberts	Hogg Brothers..............		
Roodee	Aug 2	B. ship	1135	Shelford	A. R. Tilby and Co..........		
Sarah	June18	B. brig	200		Bradwell, Bloor and Co......	Chefoo	Imdt
Sarah Newman	June16	A. ship	900	Cobb	Augustine Heard and Co......		
Sarah Newman	July 2	B. ship	1000	Thomas	Johnson and Co..............	London	To-day
Savoir Faire	Aug 4	B. ship	1396	Melkee	Oxford and Co..............		
Sea Queen	Aug 12	B bark		de Souza	Engwat and Co	Newchwang	Early
Sebastopol	Mar 16	B. ship	934	Lowther		*Laid up*	
Shooting Star	July 6	Sia bk	615	Bruno	A. R. Tilby and Co..........		
Silas Greenman	June20	Sia. sh	733	Webber	Kunst, Röhl and Co		
Sophie	Aug 13	Han. bk	156	Gerdsen	Kunst Röhl and Co............		
Solent	July 2	B. ship	732	Palgu	Fletcher and Co..............	London	Early
Solomon Family	Aug 16	B. ship	760	Solomon	Order		
Southern Cross	May 23	B ship	668	Whit	Bradwell, Bloor and Co......	London	Early
Southern Empire	June16	B. ship	1142	Dunlop	Dadabhoy and Co............	Liverpool	Early
Stanley	July 30	B. bark	884	Doughty	Dow and Co..................		
St. George	Aug 3	Sia. bk	330	Andrews	A. R. Tilby and Co..........		
Tasso	Aug 11	B. bark	264	Halmwood	Angel and Co................	Swatow	Early
Tolta-Comb	June19	B. ship	673	McPhun	Hogg Brothers	London	Imdt
Tory	Aug 15	B. bark	451	Barroe	Cama and Co		
Truro	Aug 4	B. bark	623	Heaslope	Lindsay and Co		
Tycoon	July 30	B. bark	276	Burdis	A. R. Tilby and Co..........		
Ukko	June19	Rus bk	709	Honrine	Smith, Kennedy and Co......	Fuchau	Imdt
Vebella	Aug 17	Ha. sch	153	Mathewsen	Wm. Pustau and Co		
Venus	July 3	Ha. bk	440	Koefoed	Siemssen and Co..............	Newchwang	Imdt
Voltigeur	July 30	Pru. bg	169	Schaumburg	Wm. Pustau and Co		
Waverley	July 1	B. ship	999	Puth	A. Ellissen and Co..........	London	Early
Wild Deer	July 16	B. ship	1016	Cobb	Jardine, Matheson and Co....	London	Early
Wild Rover	Aug 4	A. ship	1134	Taylor	Augustine Heard and Co		
Wrecker	June18	B. schr	148				
Yaratilda	July 2	B. ship	729	Donough	Lindsay and Co	London	Early

133 *Vessels.*]

SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS. FOR SEASON 1864–1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN

Ship.	Cleared.	Destination	Congou.	Souchong.	Oolung	Flowery Pekoe.	Brick	Total Black.	Japan Unclassed.	Sorts	Young Hyson.	Hyson	Hyson Skin	Twankay	Imperial	Gun Powder.	Total Green.
Total as per last	Report........	....	107638.48	40.32	8.64	...	...	107,687.44	733.70	11.00	3617.26	1283.88	71.43	516.48	825.46	2650.32	9709.53
Zodiac.........	Aug. 12	London	3611.25	...	...	...	...	3,611.25	...	...	89.52	7.46	...	2.97	29.91	85.34	215.20
Thomas Bell..	„ 17	Liverpool	9.66	...	...	...	...	9.66	...	...	...	...	...	...	...	...	...
				...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs........	111259.39	40.32	8.64	...	..	111,308.35	733,70	11.00	3706.78	1291.34	71.43	519.45	855.37	2735.66	9924.73

HONGKONG AND COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last	Report	....	3212.49	...	...	...	...	3212.49	182.74*	...	...	72.34	...	...	...	11.00	266.08
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs.........	3212.49	...	...	...	...	3212.49	182.74	...	...	72.34	...	...	...	11.00	266.08

UNITED STATES.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolung.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial	Gun Powder.	Total Green.
Mary	Aug. 11	New York.	...	...	...	...	...	...	...	...	97.60	...	...	...	137.55	73 62	308.77

SILK.

GREAT BRITAIN.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Transhipment Bales	Transhipment Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as	per last	Report....	12	9.60	......		12	9.60	48	31.19½	....		1	1	26	45.45	....	
			....		......		......		......		....		....		......		... .	
			....		......		......		......		....		....		......		....	

HONGKONG.

Ship	Cleared	Destination	Raw Bales	Raw Piculs	Thrown Bales	Thrown Piculs	Total. Bales	Total. Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as per	last Re-	port	4064	3231.05	7	7.20	4071	3238.25	75	65.43½	622		..		....		80	120.00
Pekin	Aug. 11	Hongkong.	1535	1222.02	....		1535	1222.02	....		86		..		....		....	
Hydaspe ..	„ 11	„	1049	834.11	....		1049	834.11	88	53.62	....		..		....		7	10.00
			6648	5287.18	7	7.20	6655	5291.38	163	119.05½	708						87	130.00

COAST PORTS.

Ship.	Cleared	Destination	Raw. Bales	Raw. Piculs	Thrown Bales	Thrown Piculs	Total. Bales	Total. Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Total as	per last	Report....	8	6.40	.....		8	6.40	....		....		..		....		....	
Star	Aug. 8	Amoy	5	4.00	....		5	4.00	....		....		..		....		....	
Ayrshire Lass	„ 12	Foochow ..	10	8.00	....		10	8.00	....		....		..		....		1	1.05
			23	18.40	....		23	18.43	..		....		..		....		1	1.05

UNITED STATES.

Ship	Cleared	Destination	Raw. Bales	Raw. Piculs	Thrown Bales	Thrown Piculs	Total Bales	Total Piculs	Japan Re-exports Bales	Japan Re-exports Piculs	Transhipments Bales	Transhipments Piculs	Coarse Bls.	Coarse Pls	Refuse Bales	Refuse Piculs	Cocoons Bales	Cocoons Piculs
Mary	Aug. 11	New York	51	40.76	....		51	40.76	74	55.90	....		..		....		....	

COTTON.

SHIP.	Cleared	GREAT BRITAIN. Export	GREAT BRITAIN. Re-export	GREAT BRITAIN. Transhipped	HONGKONG. Export	HONGKONG. Re-export	HONGKONG. Transhipped	COAST PORTS. Export	COAST PORTS. Re-export	COAST PORTS. Transhipped	INDIA. Export	INDIA. Re-export	INDIA. Tran-shipped	AMERICA. Export	AMERICA. Re-export	AMERICA. Tran-shipped	TOTAL. Piculs.
Total as per last Report	....	42,372	14,264	..	12,431	4,527	1	5,230	62	..	..	..	..	..	..	..	78,8 87
Orion	Augt. 12	..	..	..	..	..	..	67	..	..	..	..	..	..	..	..	67
Thomas Bell..........	„ 17	5,611	1,630	..	..	..	..	..	..	..	..	..	..	..	..	..	7,241
Fenella..............	„ 17	..	..	..	..	..	..	836	..	..	..	..	..	..	..	..	836
		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		47,983	15 894	..	12,431	4,527	1	6,133	62	..	..	..	..	..	..	..	87,031

N.B.—In the above list fractions of a picul less than one half are neglected, while portions greater than one half are counted as one picul.

OPIUM.

From July 1st to August 13th, 1864.

IMPORTED.

	Malwa. Chests.	Malwa. Weight.	Patna & Benares. Chests.	Patna & Benares. Weight.
Total as per last Report, ...	1380½	1380.50	768	921.60
Imported and stored on board Receiving Vessels, ..	902½	902.50	230	286 00
Imported for re-exportation without being stored on board Receiving Vessels or landed, ...	81	81 00	..	..
Total..	2364	2364 00	1007	1208.40

Landed from Receiving Vessels and intended chiefly for Local consumption.

	Malwa. Chests.	Malwa. Weight.	Patna & Benares. Chests.	Patna & Benares. Weight.
Total as per last Report, ...	889½	887.62	850	1019.85
From August 6th to August 13th, ...	118½	118 50	138	165.60
Total ..	2008	1006.12	988	1185.45

RE-EXPORTED.

Description.	Chinkiang. Chests.	Chinkiang. Weight	Kiukiang. Chests.	Kiukiang. Weight.	Hankow. Chests.	Hankow. Weight.	Chefoo. Chests.	Chefoo. Weight.	Tientsin. Chests.	Tientsin. Weight	Newchwang. Chests.	Newchwang. Weight	Ningpo. Chests	Ningpo. Weight.	Foochow. Chests.	Foochow. Weight.	Total. Chests.	Total. Weight.
Total as per last Report	36	36 00	234	234 00	174	176 60	76	77.20	294	299.00	131	131.00	186½	188 25	5	5.00	1136½	1147.05
Malwa..............	62	62.00	141	141.00	25	25 00	..	..	20	20.00	..	..	20	20 00	..	..	268	268.00
Patna & Benares.......	..	..	..	..	..	..	..	..	..	..	..	...	15	18.00	..	..	15	18.00
Persian	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total....	98	98.00	375	375 00	199	201.60	76	77 20	314	319.00	131	131.00	221½	226 25	5	5.00	1419½	1433.05